RAILFAN

RAILFAN & RAILROAD

SEPTEMBER

Conrail's Last Weekend

0 09128 48760 1

Northeast Vintage Diesels

Northeast Vintage Diesels

From sharp 16mm color film comes an **all new video** of vintage diesels of the Northeast. You'll see the following railroads: **B&O, Erie Lackawanna, Boston & Maine, Central of Vermont, New York Central, Nickle Plate, Norfolk & Western, Bessemer & Lake Erie, Jersey Central and Morristown & Erie.**

You'll see early EMD Geeps. F units, E units and Alcos. Our trip to the past even includes cab rides on the N&W and the Nickel Plate. Shot in the late 50's and 60's, you'll enjoy these famous railroads of the past...order **NOW**...this will be a **VERY** popular tape!!!

Stereo HI-Fi sound and professional narration (like all Green Frog tapes)...

45 Minutes...$29.95...Tape # 53173

JUST $29.95 + s&h

Green Frog Productions

1-800-227-1336

NEW ADDRESS
Suite 40- PMB- 419
4880 Lower Roswell Rd
Marietta GA 30068

8am to 5pm Mon-Fri and 24 Hour Automated Ordering

E-mail - grnfrog@mindspring.com Website - greenfrog.com

Visit our incredible WEB SITE--full catalog, great sounds, video clips, tons of links, and you can place a secure order as well!

Shipping & Handling:
1 tape $5.00 Each Additional $1.00...
Canada: 1 tape $6.00 Each Additional $1.00...
Tapes in U.S. shipped Priority Mail.

DISCOVER NOVUS VISA MasterCard Cards

Train Checks

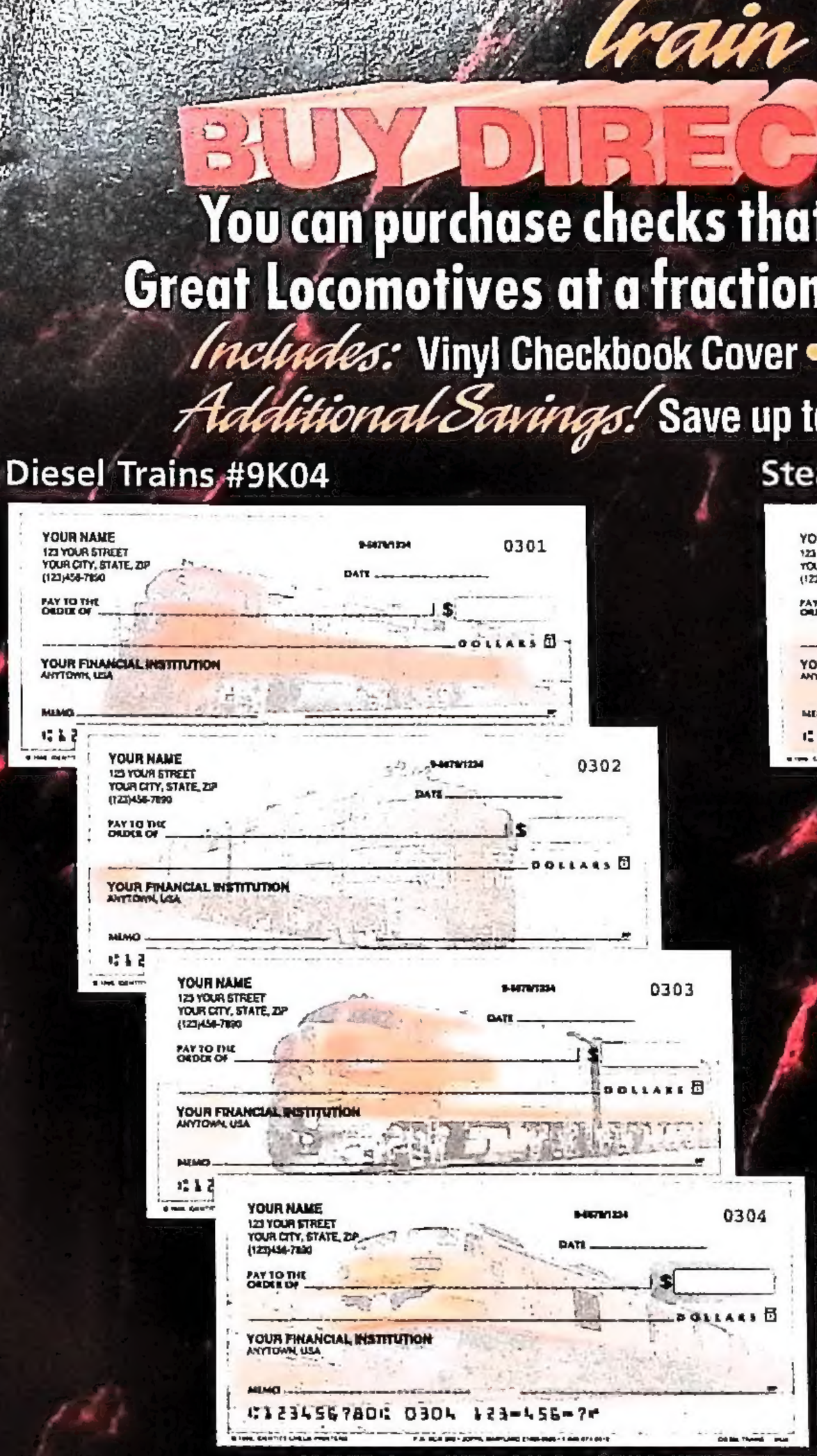
BUY DIRECT AND SAVE!

You can purchase checks that capture the Spirit of America's Great Locomotives at a fraction of the cost your bank would charge!

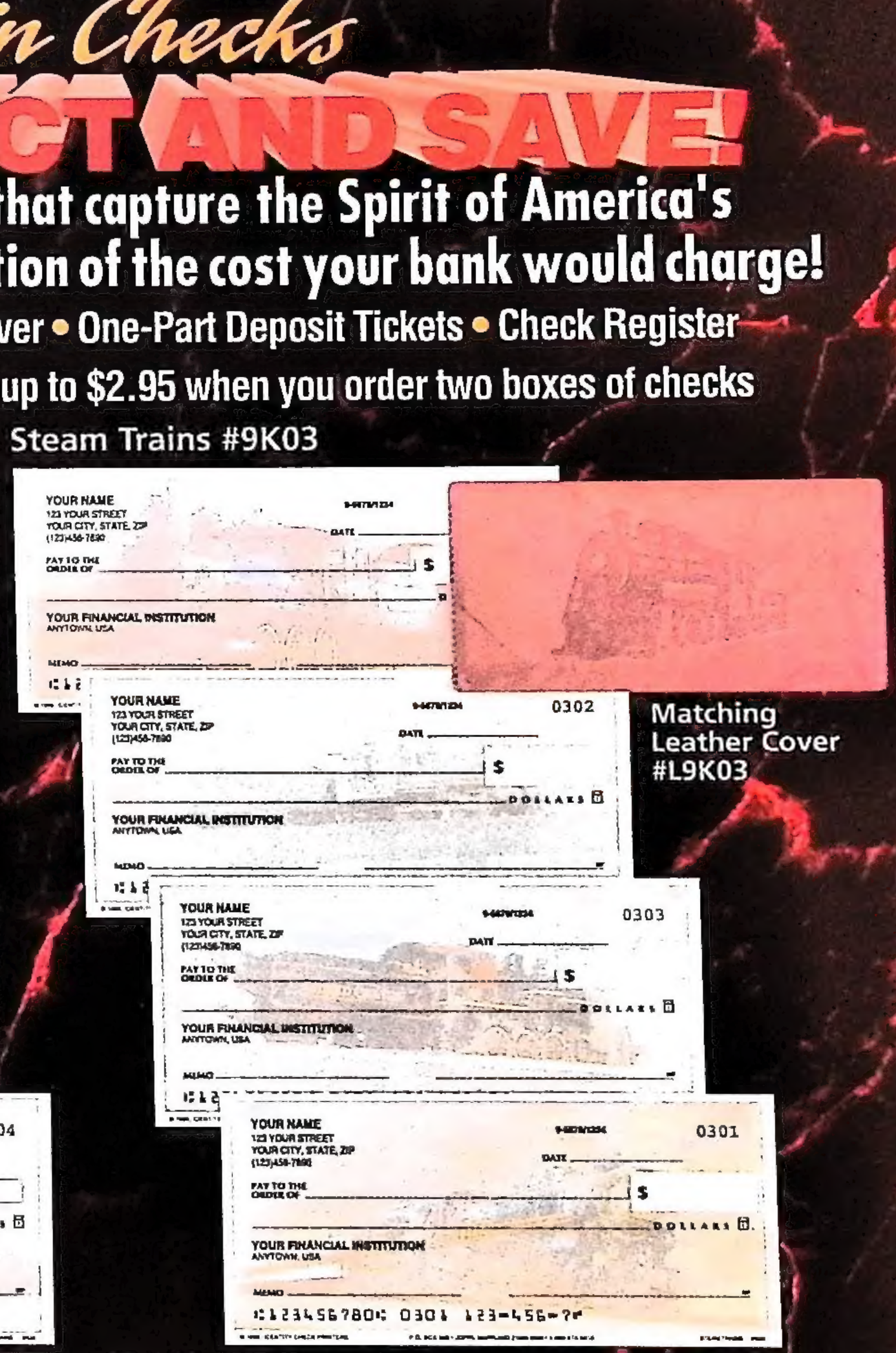
Includes: Vinyl Checkbook Cover • One-Part Deposit Tickets • Check Register

Additional Savings! Save up to $2.95 when you order two boxes of checks

Diesel Trains #9K04

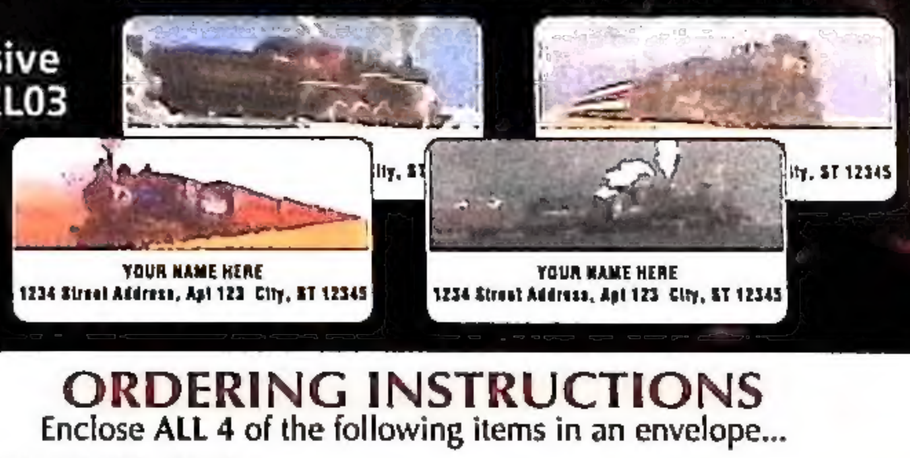


Steam Trains #9K03

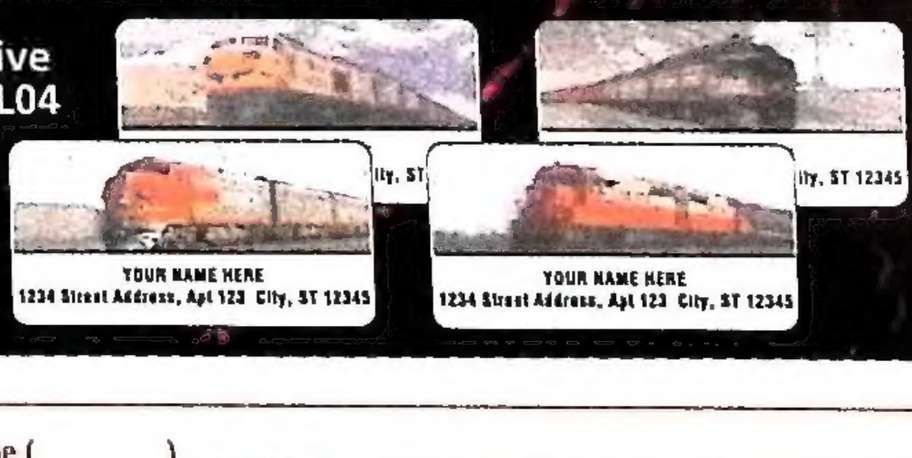


Matching Leather Cover #L9K03

Matching Self-Adhesive Labels #9KL03



Matching Self-Adhesive Labels #9KL04



ORDERING INSTRUCTIONS

Enclose **ALL 4** of the following items in an envelope...

A. COMPLETED ORDER FORM

B. VOIDED CHECK
(or reorder form from current supply) with any changes indicated

C. DEPOSIT SLIP (also from current supply)

D. PAYMENT CHECK payable to **IDENTITY CHECK PRINTERS**

FOR ADDRESS LABEL ORDERS: On a separate sheet of paper, clearly print the information exactly as you wish it to appear on your order. Maximum 2 lines. Send this along with the other order items.

NAME – 34 letters and/or spaces maximum.
ADDRESS – 50 letters and/or spaces maximum.

SPECIAL LETTERING: For a small additional fee, you can select an optional lettering style for Checks and Labels. Standard lettering is shown on the products. Indicate your choice(s) on the form below.

(C) Old English (D) *Script* (E) *Elegance* (F) Contempo

Mail the completed order to:
IDENTITY CHECK PRINTERS,
P.O. Box 500 • Joppa, MD 21085-0500
1-800-874-5910

100% GUARANTEE! If for any reason you are not completely satisfied, we will replace your order or refund your money. For your protection, orders will be shipped to the address on your checks unless we are otherwise instructed. All orders are shipped via bulk mail, (USA delivery only). Please allow 3-4 weeks for delivery.

F9K009

Name _____

Daytime Phone ( ) _____

Start checks with this number: ☐☐☐☐

☐ Check here if you do **NOT** wish to receive a vinyl checkbook cover.

Check Design # _____

Singles ☐ 200 – $12.95 ☐ 400 – $23.95 $ _____

Duplicates ☐ 150 – $14.95 ☐ 300 – $26.95 $ _____

Special Lettering Style #_____ add $2.00 $

Individual Labels, Design # _____

☐ 144 Labels $7.95 ☐ 288 Labels $13.90 $ _____

Special Lettering Style #_____ add $2.00 $

Leather Checkbook Cover Design # L9K03 add $19.95 $

SHIPPING & HANDLING $ 1.75

Express Mail Service, add $7.00 (Includes In-Plant Rush & Priority Mail) $

SUBTOTAL $

Sales Tax: AR Res. add 6.125%. MD Res. add 5% $

9KG063 GRAND TOTAL $

RAILFAN® & RAILROAD

SEPTEMBER 1999/VOLUME 18 NUMBER 9
RAILROAD / founded 1906 / volume 121 number 6

FEATURES

6 **The Naugatuck Railroad** by Chris Kimler
8 **Talgos in The Northwest** by Steven J. Brown
22 **Roanoke Chapter Equipment Vandalized** by Ken Miller
24 **FW&W: 103 Years and Running** by Mike Del Vecchio
30 **Photo Line** Conrail's Final Days
38 **Making the Midland** by Wayne Kuchinsky & Carl Graves
44 **Ghosts of Canada: F-units and More** by Tom Savio
64 **America's Greatest Generation** by Steve Barry

DEPARTMENTS

10 **Camera Bag**/People in night shots
11 **Fanmail**/letters from readers
12 **Timetable**/events
16 **The Engineer's Seat**/The 1212 and a '38 Nash
21 **We'd Like You to Meet**/Kuchinsky, Graves
23 **Videos**/videotape reviews
23 **Railfanning Is:**/humor
26 **Railnews**/news stories and photos
48 **Book Depot**/railroad book mart
50 **On The Menu**/*Newport Dinner Train*
51 **Railfun**/Curt Katz
52 **Lineside Legacy**/Canadian Pacific 2839
54 **Advertising Index**/the railfan marketplace
55 **Railroadiana**/product news and reviews
58 **Transit Currents**/news by George M. Smerk
60 **Markers**/editorial commentary
62 **Museum & Tourist Line Directory**
66 **Final Frame**

on the cover

On May 30, 1999, with the clock winding down on Conrail, SD50 No.6729 bursts out of State Line Tunnel with auto rack train ML-482 and into sunlight at milepost 165 on the Boston Line. We bid a fond farewell to Conrail with a special PHOTO LINE beginning on page 30. Photograph by Gary Schermerhorn.

From the Publisher's Desk: The West Shore Gets Diesels

As a secondary line of the New York Central, the West Shore had the trappings of a major railroad. It was four-tracked from Weehawken to Dumont and offered heavy and frequent commuter service. North of the small Dumont passenger yard, the line was double tracked. The New York Ontario & Western connected with the West Shore at Cornwall, operating over trackage rights the remaining 53 miles south to the West Shore's terminus at Weehawken.

The NYO&W was the first to run diesels on the West Shore with the arrival of the 800 series EMD FT units in 1946. The passenger runs remained steam powered until arrival of the 500 series F3A units in 1948. I did photograph a westbound O&W camp special at Dumont on June 30, 1947, with FT 803AB on the point. The O&W would later frequently run their freight diesels on passenger runs after they built two train heater cars from old steam loco tenders, painted in the gray and orange diesel color scheme.

The first New York Central diesels that I saw on the West Shore were F3s headed westbound with an 83-car freight right after a heavy snowstorm. The trees glistened with ice, as did the right of way. However class L-2, L-3 and L-4 Mohawks continued to do most of the heavy, freight hauling, supplemented with Lima-built, Boston & Albany class A-1a 2-8-4 Berkshires and J-1 Hudsons.

In January 1952, two Fairbanks-Morse road switchers headed westbound with a freight, and in March, F-M 7011 was on the point of an eastbound freight. In July 1952, a Lima-Hamilton road switcher handled an eastbound local through West Norwood. A rare BLH unit handled a two-car local through Haverstraw in late July 1952.

Almost as a farewell to steam, New York Central's famous No.999 4-4-0 was exhibited at stations along the West Shore. It is now at Chicago's Museum of Science & Industry.

About this time, Alco RS2s and RS3s in the 8000 series started replacing the aging steam power in commuter and local freight service. The engines were painted black with a handsome lightning stripe along their sides, not as colorful as most of their Western counterparts, but handsomely sedate. On July 16, 1952, the last two steam locomotives (4525 and another K-11) headed north under their own power to oblivion. It was the end of an era.

Through freights varied as to power. Alco FA1s were frequently seen, belching smoke on the upgrades. In October 1955 an eastbound Erie EMD F3 A-B-B-A lash-up headed a freight through West Englewood because of washouts on the Erie. In November 1955, I caught a freight with three Alco U.S. Army units with Army Transportation Corps insignias in olive drab. On March 4, 1956, westbound Train No.1 passed through West Englewood with Alco No.8301 with two baggage cars, three coaches and Lucius Beebe's brightly painted private observation car, *Virginia City*, on the rear. Beebe and Clegg sat on the rear platform with a third man, unidentified. There was no sign of Beebe's dog, T-Bone Towser.

A few years later, all West Shore passenger service would be discontinued and two of the four tracks pulled up. The merger creating Penn Central would come, followed by Conrail. A return of commuter service, operated by New Jersey Transit and Metro North, seems inevitable at some future date, but will require costly studies and rebuilding. Meanwhile, highway congestion gets worse.

RAILFAN & RAILROAD

Carstens Publications
Newton, New Jersey 07860
www.carstens-publications.com www.railfan.com

Publisher
Harold H. Carstens

Managing Editor
E. Steven Barry

Associate Editor
George W. Fletcher

Editorial Secretary
Maureen Frazier

Traction Columnist
George M. Smerk

Menu Columnist
James D. Porterfield

Traction Publications Columnist
Joe L. Diaz

Preservation Columnist
Jeffrey D. Terry

Columnist
Thomas D.Dressler

Cartoonist
Curtis L. Katz

Director of Advertising
John A. Earley

Advertising Sales Manager
Pieter Uptegrove

Director of Marketing
Christopher R. Kimler

Advertising Production Manager
Larry Deitch

Art & Advertising Production
Tammy J. Havens

Cartography
Walter C. Lankenau

Assistant to the Publisher
Phyllis M. Carstens

Editor Emeritus
James A. Boyd

Circulation Manager
Henry R. Carstens

Circulation
Yvonne Caporaso

Advertising Secretary
Mary Ann Lengle

Reader Service
Lynn Thomas, Robin Bigg

Dealer Service
Cathy Streeter

Shipping Manager
John Loux

RAILFAN & RAILROAD (ISSN 0163-7266) is published monthly by Carstens Publications, Inc., 108 Phil Hardin Road, Fredon Township, (P.O. Box 700), Newton, New Jersey 07860-0700. Phone 973/383-3355. Harold H. Carstens, President; Henry R. Carstens, Vice President; Phyllis M. Carstens, Secretary-Treasurer. Periodical Postage paid at Newton, NJ 07860 and additional mailing offices.

POSTMASTER: Send address changes to RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860-0700.

Copyright © 1999 by Carstens Publications, Inc. Printed in U.S.A.

Canadian GST #124725060.

SUBSCRIPTIONS: U.S.A. and possessions: $27.95 per year, $49.95 for two years, $69.95 for three years. Canadian (includes GST) $35.95 for one year, $65.95 for two years and $93.95 for three years. Foreign: $37.95 per year, $69.95 for two years, $99.95 for three years. All communications regarding subscriptions and change of address should be sent to Circulation Manager, RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860. Please allow six to eight weeks for change of address.

CONTRIBUTIONS: Articles and photographs are welcome. Contributors are advised to keep a copy of their manuscripts and illustrations. When requested, we will endeavor to return all material in good condition if accompanied by return postage. Payment is normally made upon publication.

The contents of this magazine may not be reprinted without written permission of the publisher.

ADVERTISING: Advertising offices: RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860-0700. Phone: 973/383-3355. FAX: 973/383-4064.

Chris Kimler

The Naugatuck Railroad

by Chris Kimler

Pierre Lachine

HISTORY SEEMS TO RUN in cycles. When, in September 1849, the principals behind the newly incorporated Naugatuck Railroad stood looking north from Bridgeport, Connecticut, toward Winsted, Connecticut, did they envision that their business affair would be turning a wheel seven generations later? Granted, the original Naugatuck was engulfed by the New Haven in 1887, and the sounds of train horns no longer echo in Winsted, but one can still venture north of Waterbury, into the Naugatuck River Valley, and photograph and ride the trains of the new Naugatuck Railroad.

Operated by the Railroad Museum of New England, the Naugatuck, affectionately referred to as the "Naugy," *is* the museum. Until the RMNE finds a suitable location at which to display its growing collection of vintage railroad equipment (they have more than 80 pieces), the Naugatuck will continue to serve as a 19-mile linear exhibit, operating excursion trains on the line between Waterbury and Torrington, Connecticut. The RMNE leases the property — most recently operated by Guilford's Boston & Maine — from the Connecticut Department of Transportation. The RMNE's former base of operations was on the Valley Railroad in Essex, and some equipment still remains along that line.

For motive power, the railroad employs ex-New Haven Alco RS3 No.529 and U25B No.2525, the last locomotive purchased by the New Haven, both painted in authentic NYNH&H colors, and an ex-Boston & Maine EMD GP9 in a simplified B&M blue-and-white paint scheme. The RMNE does have an ex-Canadian Pacific 4-6-2 in its collection, but there are no immediate plans for any steam-powered excursions. For coaches, the Naugy uses six overhauled Canadian National Montreal commuter cars which are clean and attractive. In fact, all of the railroad's equipment is immaculately kept.

The regular operating season runs from mid-May through the first week of November. Trains operate on Tuesdays, Thursdays and Saturdays south from Thomaston, the current base of operations, to the Waterbury area. On Sundays in July and August the 1:00 p.m. train runs north to the end of trackage at Torrington. All regular season trips are 1¼ hours, which makes it easy on children and those who are not "hardcore" railfans ("hardcore" meaning those able to ride 18-plus hour enduro trips in 95-degree heat and come away wanting more!). Around the Christmas season there are scheduled Santa Trains and year-round special wine trains are run to a vineyard in Litchfield, Connecticut, an on-line town.

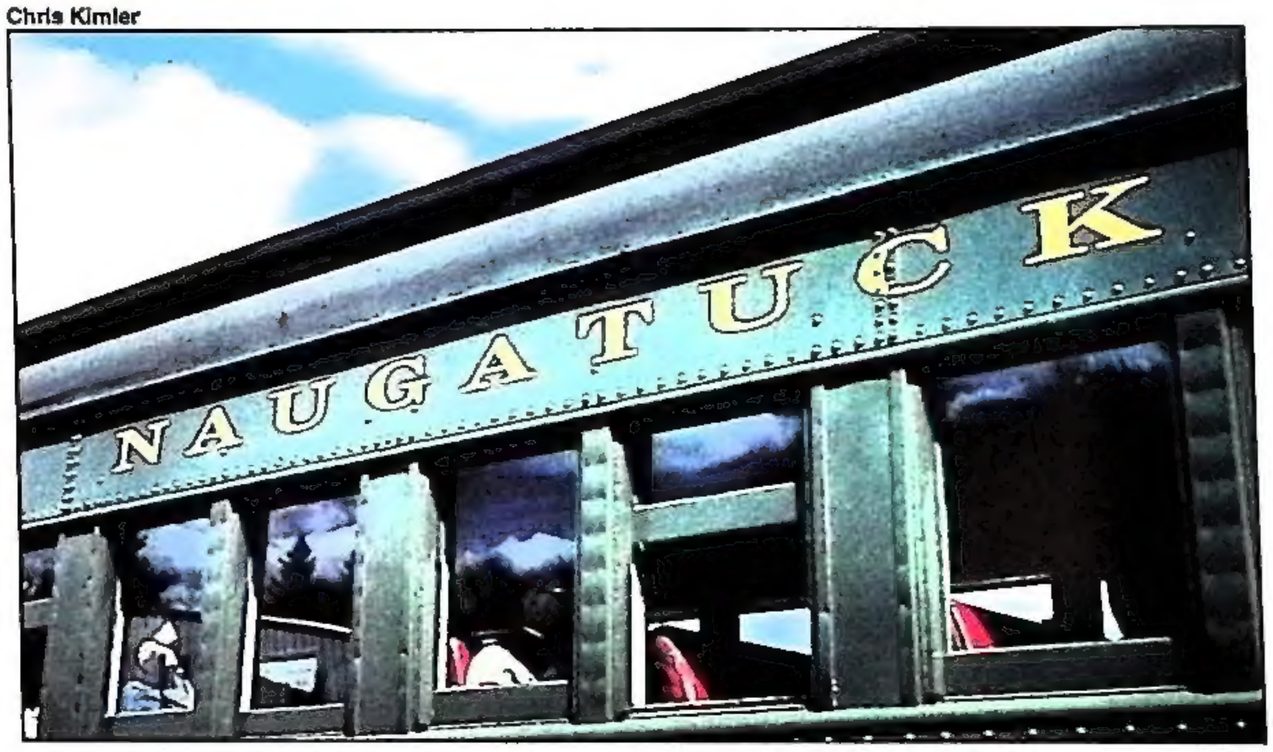
In Thomaston, the present home of the Naugy, the ongoing restoration of the Thomaston station, combined with a quaint downtown area offering numerous shops and restaurants, makes for a nice day trip with something for all. The Naugy offers vintage equipment, frequent operation and beautiful scenery, including the Thomaston Dam and two noteworthy trestles, the Chase and Jericho bridges.

The Naugatuck Railroad markets itself with the help of state and local development and tourist boards so they are easy to get in touch with and professional. The Naugy can be reached by phone at 860/283-RAIL, on the Internet at *www.rmne.org* or via mail at the Railroad Museum of New England, Inc., P.O. Box 400, Thomaston, CT 06787-0400.

Howard Pincus

George Fletcher

Chris Kimler



Pierre Lachine

TRAINS OF THE *New England Railroad Museum's Naugatuck Railroad ply the rails of the remaining portion of the former New Haven Railroad Winsted Branch. On April 26, 1997, RS3 No.529 crosses the scenic Jericho Bridge with the first revenue train to make the run all the way up the line to Torrington, Connecticut* ***(opposite top)****, while U25B 2525 leads a train through lush Connecticut foliage along the Naugatuck River south of Thomaston on July 5, 1998* ***(opposite bottom)****. On June 6, 1998, ex-B&M GP9 1732 rolls a train through Chase Yard in Waterville as the U-Boat receives intercooler work* ***(above left)****. The Naugy's first revenue train to Torrington pauses at East Litchfield during a runby on the return trip, April 26, 1997* ***(top right)****. Refurbished former Canadian National coaches provide comfort for passengers, and sharp-looking subjects for photographers* ***(above)****. GP9 No.1732 crosses the Naugatuck River on the Chase Bridge in September 1998. The easily-accessed Chase Bridge is a favorite photo spot along the Naugy* ***(left)****.*

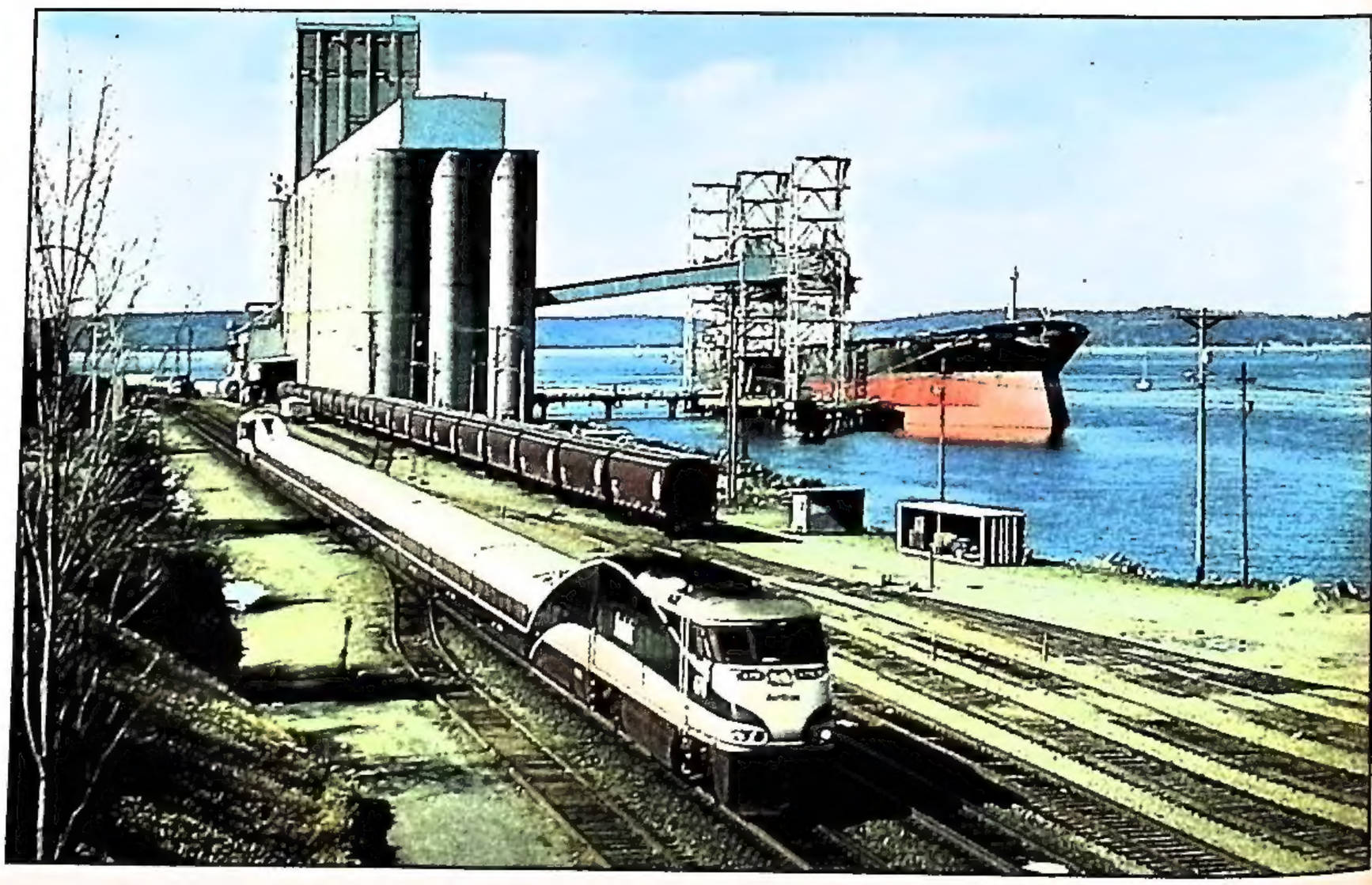
Talgos in the Northwest

by
Steven J. Brown

Photography: Steven J. Brown

DISTINCTIVE F59PHI's AND "BATWINGS" *make the new Talgo trainsets perhaps the most distinctive in Amtrak service anywhere (at least until the Acela program kicks in). The Talgos operate four round trips daily between Vancouver, British Columbia, Seattle, Washington, and Portland, Oregon in* Amtrak Cascades *service. Amtrak 467 leads train No.753 under Mount Rainier at Puyallup, Washington, on April 11, 1999 (**above**). Northbound train No.750, with F59PHI 466 on the point, skirts Puget Sound at Steilacoom, Washington, on April 24, 1999, providing a nice broadside view of the graceful "batwings" (**left**). F59PHI 470 is in charge of train No.752 at the port city of Tacoma, Washington, on April 11, 1999 (**below**).*

AMTRAK SERVICE in the Pacific Northwest now has a distinctive look, as four new Talgo trainsets are operating between Vancouver, British Columbia, Seattle, Washington, and Portland, Oregon. Two sets are owned by the Washington State Department of Transportation and two sets are owned by Amtrak. Each train contains eight passenger cars, a bistro car and a dining car. Each train has an F59PHI locomotive on one end and an unpowered F40, converted to a cab/baggage car, on the other. The trains feature Talgo's "tilt" technology, which permits faster speeds on curves. The trainsets replace leased Talgo sets that have been in service between Seattle and Portland since 1994. Talgo will mainain the new sets through agreements with both Amtrak and WSDOT.



Greg Scholl Video Productions 15th Anniversary Celebration

We're celebrating 15 years in the video business with some great offers to thank our thousands of customers. First, we are re-introducing 5 titles that can be purchased for $15.00 each(see below left). We also have a group of 15 items that we are going to sell at 15% off the regular retail price. If you haven't been buying from GSVP where have you been for the last 15 years? Stick with GSVP for great action and quality products since 1984. 15th Anniversary specials end November 1, 1999.

Free tape offer: Order videos that total $100.00 or more and get a **FREE** surprise video(our choice) as our gift. This ad only! Must ask for it when ordering. Thanks for helping us celebrate 15 exciting years. Special Prices and Free Tape offer expires on November 1, 1999

5 Tapes for $15.00 each

Steam in St. Louis

1990 video of the NRHS convention in St. Louis that featured no less than 4 main-line steam engines. Shows trip to St. Louis with N&W 2-6-6-4 #1218, plus convention runs with Cotton Belt 4-8-4 #819, Union Pacific 844, and Frisco 1522. Good variety of steam. 90 Minutes. Was $29.95, Special $15.00

Sierra Railway

1989 video showing Sierra Railway 2-8-0 #28 on special photographers mixed train that we rode, plus some passenger train operations from Jamestown with 28 as well. Many movies have been film on this railroad. 32 Minutes plus some previews. Was $24.95. Special 15th Anniversary price $15.00

819 Arkansas Steam

Annual run from Pine Bluff to Fordyce, Arkansas and return in 1988 for Cotton Belt 4-8-4 #819. Shows steam-up at Pine Bluff, and nice pacing sequence on the return trip.

Engine hasn't run for a long time. 35 Minutes. Was $29.95 Special $15.00

C&O 614 Coal Trains

1985 video showing Chesapeake & Ohio 4-8-4 #614 in action on the Huntington to Hinton line hauling coal in the winter. Great action, and information sheet, but no narration. This was our first U.S. railroad video. Not as well made as our newer ones but the action is good and historic.

55 Minutes, Was $29.95. .....Special $15.00

NKP 765 Autumn Spectacular

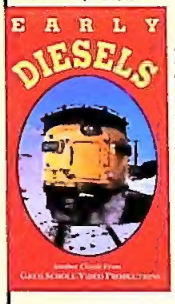
1986 video showing Nickel Plate Road 2-8-4 #765 in action on the Huntington to Hinton line (New River Trips) and the Cincinnati to Russell trips, plus some one-way trips. There are nice pacing scenes and the usual exciting action from this great Lima-built locomotive. See "2765 on the C&O"(15% off section on right column) for more action with this engine. NKP 765 is 46 Minutes plus previews.....$29.95 Special $15.00

15% Off 15 items

Since 1999 is our 15th Anniversary we have selected 15 items that we will sell at a 15% discount. Discounts have been calculated for you so just add $5.00 for Shipping & Handling PER ORDER. **Limited time offer.** Happy Viewing.

American Steam in the Rockies: Cumbres and Toltec Scenic RR special freights and passenger trains in 1995. 60 Min.$29.95-15% = $25.50

China: Steam Train Paradise: 1989 action in NE China with loads of action plus shed scenes and human interest like cutting rail by hand. Also extinct 4-6-2's in action on Passenger trains 60 Min. $29.95 - 15% = $25.50



Early Diesels: Many first generation diesels still in operation, and some now gone. Southern F7's, Bangor & Arstk. Geeps, L&NW, St. Lawrence & Atlantic, plus others. Also 30 Minutes of Canadian material shot in the winter of 1988, with VIA F's, CP Alcos, etc. 90 Minutes $34.95 - 15% = $29.70

Norfolk Southern Steam Collection
Set of 3 tapes Includes:

Norfolk Southern Steam - Vol. 1: Pure N&W with 611 and 1218 all on N&W home rails. Includes 1987 convention with side-by-side both engines Roanoke - Christiansburg, plus 3 years of various other trips on N&W.

Norfolk Southern Steam - Vol 2: N&W1218,N&W 611, NKP 587 tripleheader, 587/611 doubleheader, L&N 152 & more. Volumes 1 & 2 are 60 Minutes each.

Norfolk Southern Steam Freights: 2 freights with 1218, 611 freight, NKP 587 & L&N 152 on short freights. 45 Minutes. Regular price for each tape is $29.95, and normal special set price is $74.95. with 15% off the 3 tapes are only $63.75

Santa Fe/Southern Pacific Pictorial (2 Tapes): Each tape is 60 Minutes and features Tehachapi and Cajon Pass, plus other mainline scenes along their respective railroads before the BNSF merger, and before UP took over SP. Each tape retails $29.95 and our normal set price is $49.95 - 15% = $42.50

A Day on Soldier Summit: 1990 action with new SP Script units, plus Rio Grande power in Utah. 30 Minutes Regular price $19.95 - 15% = $17.00

15% Off Continued

The Western Canada Series (4 tape set)

CP's Kicking Horse Pass: Great lineside mountain action on the famous pass in western Canada with the Spiral Tunnels. Lineside action from Golden to Lake Louise. 46+ Min.

Cab Ride Over Kicking Horse Pass: Ride one of CP's newest wide cabs (9020) upgrade from Field to Lake Louise through the Spirals,etc. View is mainly looking forward. 77 Min.

CN's Yellowhead Pass: Transcontinental CN route from Jasper through the Rockies. See a variety of freights plus **VIA RAIL's** "Skeena", & "Canadian" 45 Minutes.

Canada's Canyon Route: CN and CP in the scenic Fraser and Thompson River Canyons. Great variety with both railroads included. 57 Minutes. Each tape singly is $29.95, regular set price special is $99.95-15% off makes it $85.00

C&NW Mainline West (2 tapes - 1 box): 1993 action from Proviso yard to Omaha and Fremont. 500 Miles, 150 Min. Regular $49.95 - 15% = $42.50

Cincinnati 1218: 1987 trips for the 2-6-6-4 out of Cincinnati. 60 Minutes $29.95 - 15% = 25.50

Rio Grande Steam Freights: 1992 freights on C&TS with mid-train helpers, pushers, and 5 engines in steam. 2 hours $34.95 -15% = $29.70

2765 on The C&O: Nickel Plate 2-8-4 765 made into C&O 2-8-4. Cincinnati-Russell includes 60 MPH Cab Ride, and then 2 trips Huntington to Hinton fall colors. 60 Minutes $29.95-15%=$25.50

Frisco 1522: Break-in runs at the St. Louis Museum, freight and passenger runs on Wisconsin Central, and first trips from St. Louis in 1988. Cab ride, and much more. Great sounding engine. 70 Min. Regular price $29.95 - 15% makes it $25.50

Union Pacific's Caliente Subdivision: 1989-90 Diesel action between Las Vegas, Nev.& Milford, Utah, plus Amtrak 60 Min.$29.95 - 15% =$25.50

CSX F-Units: 1987-1988 action with F-units 116-118 on Roadrailer trains on former L&N in Kentucky & Tennessee 60 Min$29.95-15%=$25.50

SP 4449 Washington Steamfest: SP 4-8-4 #4449 on Portland to Yakima, and to Cle Elum in 1990. Hard working action. 60 Min. $29.95 -15%= $25.50

Shipping: US customers add $5.00 for Total Order. Canadian customers $4.00 for first tape, then $1.00 each additional. All titles also available in PAL for overseas. Europe shipping $7.50 1st tape, $5.00 each additional, rest of world $10.00 1st tape, $7.00 ea. additional. Ohio residents add 6% sales tax. All prices are for U.S. dollars. All tapes in color. **Visa, Mastercard, or checks accepted.** Full time business since 1984. Over 75 videos available. Latest newsletter free with orders or send $1.00 cash ($2.00 foreign). A leader in professional videos since 1984.

GREG SCHOLL VIDEO PRODUCTIONS
P.O. Box 123, Dept.R9, BATAVIA, OHIO 45103
PHONE: 513-732-0660
FAX: 513-732-0666

VISA MasterCard

The finest in gifts for the railroad enthusiast

RAILROAD GIFTS

Schrader Enterprises, Inc.
230 South Abbe Rd. Dept RR
Fairview, Michigan 48621
Send $1.00 FOR CATALOG

The Building of Pan Handle Division of The Pennsylvania Railroad

by Cecil G. Howell, retired 1848-1996

Building of the Pan Handle Division of the Pennsylvania Railroad. 1848-1995. Softcover spiral binding, 215 pages, old black/white pictures. $19.95 plus $3.50 S&H. Pa. residents add 7% sales tax.

HOW BOOK
P.O. Box #1, Oakdale, PA 15071

Canadian Railway Books
We have now published almost 70 pictorial reviews of Canada's railways. For complete information see our website at: **http://www.cadvision.com/brmna/** send a SAE to: **Donald Bain, BRMNA**
5124 33 St. N.W., Calgary, Alberta, Canada T2L 1V4
or leave a massage on **1-800-340-3108**

Second Printing Now Available
The Illustrated Encyclopedia of Railroad Lighting, Volume 1 - The Railroad Lantern
by Richard C. Barrett and Joseph Gross
- a 400 page hard cover book containing chapters on each major manufacturer plus Canadian manufacturers, fixed globe lanterns, globes, burners, etc. Hundreds of illustrations. Comes with 48 page soft cover supplement of new information. $69.95 plus $5.00 S&H. NY residents include sales tax. **Railroad Research Publications, 3400 Ridge Road West, Ste. 5-266, Rochester, NY 14626-3495.**

Buying & Selling Since 1959
Free listings (request return refunded) many areas/most major railroads - timetables; passes; photos; post cards; maps; menus; tickets; guides; badges; rail magazines; trolley, steam, diesel, technical data; books; advertising; etc. Send SSAE & your list (specify railroad & specific items for sale/wanted). Fair prices paid for all rail material.
Anyone for old & rare rail magazines?
Nestlé's Railroadiana *RD#2 Ray Road, Box 105, Greenwich, NY 12834*
WE SPECIALIZE IN DIVERSITY!

★ A NEW VIDEO RELEASE ★

ALCOS & THE
MINNESOTA COMMERCIAL

The Minnesota Commercial is a switching and transfer railroad that's located in the Midway Region of Minneapolis and St. Paul. The MNNR's operates with a fascinating diesel roster that includes both switchers and road diesels, consisting of 11 Alcos, 8 EMDs, and 1 GE. That great Alco sound and smoke are featured with models C424, M630, RS18, RS20, RS23 and RS27. This exciting video features yard switching at the Midway and Hiawatha yards. Locals that travel north to Hugo and east to Bayport. Plus transfers with long trains going north to the WC at New Brighton, southeast to the UP at St. Paul and west to the BN's Northtown Yard. Plus connecting RR's BNSF, UP, SOO, CP, TC&W, WC, and Amtrak.

APPROXIMATLY 95 MINUTES
BEAUTIFUL COLOR • LIVE AUDIO & NARRATION
SPECIAL INTRODUCTORY OFFER!
Only $31.95 Reg. Price $35.95
Offer Expires 9/31/99
Shipping & Handling: USA $4 Canada $5
Wisconsin Residents add 5.5% sales tax.
PLETS EXPRESS
P.O. BOX 217 • ALTOONA, WI 54720
Call 715-833-8899

CAMERA BAG

by JIM BOYD

People in night shots

Two photos: Jim Boyd

LAST MONTH we were discussing the potential of photo freights and preserved diesels as photo opportunities and how they are essentially "model railroading in twelve-inch-to-the-foot scale." The same thing applies to group night photo sessions. Many folks criticize the group photo sessions as fake or phony, but they are a legitimate art form all their own. You can do things with a group session that would be impractical or impossible for the individual photographer. Would our November 1983 cover shot of the three diesels stacked up on Richmond's Triple Crossing at night have even been possible for the individual photographer to pull off—and is it any less spectacular a photo because it was done with 100 photographers and a dozen lighting technicians?

Night photos using open flash, be they individual or group efforts, are invariably "staged" events with the subjects standing still. While there are a few photographers who can execute a synchronized action shot, they must be equally staged and are in no way "spontaneous." O. Winston Link's masterpieces often took days to set up in order to catch 1/125TH of a second of action image. Darkness and available light very seldom

PUTTING PEOPLE INTO NIGHT SHOTS adds a touch of life to an otherwise static scene. Two ladies watching a group night photo session of at Jim Thorpe, Pennsylvania, in July 1985 were politely recruited to pose in the scene and were delighted to do so (**top**). Occasionally you can get a working railroader to pose, such as the crossing watchman at North Fond du Lac, Wisconsin, in the summer of 1973 (**above**).

yield satisfactory results (though a good night photographer will recognize one of those rare moments when it does and will be able to capture them in their natural reality), so for night work, simply accept the fact that it will usually be a static subject with stage lighting.

"Stage lighting" is the key phrase, for the photographer will apply his light where it will show off the subject to the best advantage. Sometimes this will call for simply overwhelming the subject with light (the tactical thermal nuke approach), while at other times, a single well-placed back light may be just what is needed. Most often, the technique is simply to apply front and side lighting with a back light for accent — classic stage lighting. If you want to see stage lighting in practice, tune in MTV or VH1 or Jay Leno's guests on the *Tonight Show* and watch the lighting in "performance" videos where the subject is the band on stage during a live number. Note particularly the "hair light" from behind and above that is used to separate the subject from the background. We use this same technique wherever possible in night work, though it usually involves just a light from the far side of the nose, since getting above a locomotive from behind it is usually impossible.

In the past couple of years, a new element has been making its way into group night photos: people. I've been doing it for decades by posing an engineer in the unit, but recently Steve Barry and Mike Del Vecchio have been carrying it to new levels of complexity. This was evident on Memorial Day 1999 with the Steamtown night photo session that Steve orchestrated (covered elsewhere in this issue).

The Memorial Day theme was World War II military, and Steamtown's Ranger Kenny Ganz gathered quite a group of re-enactors dressed in appropriate uniforms and period garb to go along with some military vehicles. These folks were posed in natural-looking positions and instructed to "freeze" during the multiple flash bursts from Lumedyne strobes. The technique worked remarkably well.

One real military man, Captain John Rettman of the 1205th Transportation Railway Operating Battalion, noted how much a night photo session resembled a military exercise, with the photo line organized like a rifle range and the instructors (flash crew) barking out precision orders. With the people in the scene, two more commands were added to the firing sequence:

"Flash crew *ready!*"
"Photo line, *stand by!*"
"Actors, *stand by!*"
"Actors, *hold your positions!*"
"Photo line, *open 'em up,* open 'em up!
"Flash crew, *go!*"

It is generally necessary to pose the actors in positions that can be held comfortably for the one or two minutes that the flash sequence will require. We did a scene at the old CNJ depot at Jim Thorpe, Pennsylvania, in July 1985 that involved two lady "passengers" waiting on a platform bench with a restored RS3 in the background. They were just some folks who happened to be watching the photo line and were politely "drafted" to be in the scene — and they were delighted with the idea.

Occasionally you can get working railroaders incorporated into such photos. One of my all-time favorite night shots was made at North Fond du Lac, Wisconsin, in the summer of 1973 when I asked the crossing watchman to hold his pose while I lighted both him and the Soo Line RS1 idling behind him. It is rare, however, to be able to get both the equipment and men into a natural-looking but static frozen position.

These can be fairly easy to compose for a single photographer and quite a bit more complex with a group night session, but "people" photos will become an increasingly popular aspect of night photography. In both museum settings and real railroading, the possibilities are endless. ⊂

FANMAIL

Derailment on Tehachapi

The caption with the photo of the derailed freight in "Trouble on Tehachapi" in the July 1999 RAILFAN & RAILROAD mentioned that BNSF officials are still searching for a cause. They need look no further than this photo. This line underwent a major rail and tie program last year, so a track-related defect is unlikely. The culprit is the string of long, empty flats behind the helper set.

In a long train ascending a steep two-percent-plus grade such as Tehachapi, the longitudinal forces created by the locomotives pulling and the gravitational drag of the trailing cars are considerable and are, of course, maximal just behind the locomotives. When the train enters a curve, these force vectors develop a lateral component (i.e., perpendicular to the direction of travel) which increases with the degree of curvature, and the wheelbase length of the car. This force has the potential to cause the flanges of the inside wheels to climb the railhead resulting in a derailment, and is opposed only by the downward gravitational force on the car. If the car is light (i.e., empty) the possible outcome can be seen in the photo. The sudden release of this lateral force was sufficient to topple the trailing helper unit and pull the track structure off the roadbed.

Paul Brezicki, M.D.
Mooresville, N.C.

⊂ *At press time, BNSF had not released an official cause of the derailment — S.B.*

High yield railroads

Jim Boyd's "High Yield/High Risk" CAMERA BAG in the July 1999 R&R made an important point about choosing railfanning locations with priorities in mind. To find the mentioned "high-density spots" and locations "where the odds for action are the highest," consult our *U.S. Railroad Traffic Atlas* for traffic density maps in general and the "Super Railroads" map in particular that shows all rail lines with 100 million gross tons per year (about 50 trains per day).

Harry Ladd
Ladd Publications
via the Internet

⊂

Three New Videos from REVELATION:

"BLUE TWILIGHT" Our Farewell Salute

One Hour tribute to 23 years of ***CONRAIL*** progress, system-wide coverage. Much on Conrail's final week, plus the first chaotic days after the CSX/N-S split. Sure to be a favorite!! $24, Postage Included.

"STARLIGHT TO BUDDWISER - B.C. RAIL

Approx. 90 Minutes. The distinction of operating North America's most diverse passenger services belongs to British Columbia Railway. Unique is the "BUDDWISER" school train, with ex GM&O six-axle coach - take a dawn ride along Fjord-like Seton Lake. Contrast the elegant "PACIFIC STARLIGHT DINNER TRAIN", with three domes, posh interiors, and superb scenery. C.P. 3716 steams up to Kelly Lake in May, 1999 on a spectacular run high above the Fraser River. Also covered: Royal Hudson on it's 25th anniversary, RDC "CARIBOU DAYLINER", and some freight action. 1969 film of Pacific Great Eastern rounds out this survey along a stunningly scenic line. $24, Postage Included.

"SYMPHONY ON STEEL" Images of Canada

One Hour. No narration, just beautiful vistas spanning the vast Dominion with music to match the mood. "Movements" include *"Maritime Magic"*, *"Land of the Mirror Lakes"*, *"Prairie Solitude"*, *"Passage of the Long Trains"*, *"White Northlands"*, *"Peaks and Canyons"*. Best of many voyages of ***"The Canadian"*** and other trains, for the enjoyment of everyone who appreciates the serene, contemplative side of riding the rails. $24, Postage Included.

SPECIAL COMBINATION:
ALL THREE TAPES FOR $59 !

TO ORDER: Send check or M.O. to:

REVELATION VIDEO

P.O Box 129, Tallmadge, OH 44278
Visa, MasterCard orders call

330-630-9817
9am - 9pm ET

Ohio Residents Please Add Sales Tax

Quality Railbooks Since 1976

NEW!!!

Diamondbugs: The story of rail motor cars on the Erie Railroad

by Jack Grasso.....14.95

64 pgs. 82 B&W photos w/maps, diagrams and charts.

All color books (48 pages each)

Now 3 titles

Anthracite Country Color.....$19.95

by Gerard Bernet...a 48 page color pictorial of RDG, CNJ, LV & PRR in the Keystone state's coal region featuring the works of Bruce & Arch Kantner.

***A Colorful Look At:* The Chicago North Western**

by Gerard Bernet.....$19.95

80 photos show the CNW in the last 30 years in this brief look at the railroad.

***A Colorful Look At:* Conrail's SD-40 and SD40-2's**

by Gerard Bernet.....$19.95

66 views of both action and roster shots.Complete roster and mechanical specs. are done in chart form.

PTC Rails...by Kramer & James.....$21.95

104 pages with over 200 B&W photos and illus. An in depth look at Phila. trolleys before SEPTA

The Hard Coal Carriers: by Gerard Bernet

Vol. 1 - "First Generation Geeps".....$19.95

80 page with 11 color and 119 B&W photosof GP7, 9 & 18's of EL, Erie, DLW, CNJ, LV and RDG.

Vol. 2 - "Camelback Twilight".....$19.95

96 page 130 B&W photos on Jersey Central passenger camelbacks.

Change At Ozone Park.....$18.95

Pennsy K-4's Remembered.....$ 6.95

The Handsomest Trains In The World.....$15.95

The Morristown & Erie Railway.....$ 8.95

Lehigh Valley Railroad Passenger Cars.....$13.95

26 Miles To Jersey City.....$ 8.95

Railroad Stations Of New England Today

V-1 Boston & Maine.....M. Beauregard.....$ 7.95

Rock-A-Bye-Baby....T. Taber.....$ 11.95

NJ's Rockaway Valley Railroad

BELLS & WHISTLES Publ. (by Fred Kramer)

Anything But Steam.....$10.00

Birney Car Panorama..... 8.95

Fairmount Park Transit.....(Phila.)..... 6.95

PHOTOGRAPHS.....$ 3.00 each

Our catalog lists over 5,500 different steam, diesel, electric & trolley photos printed on 8x10 paper. Catalog also lists books & videos of other publishers and misc. railroadiana.....$1.00 (free w/order)

ORDERING INFO: Orders under $25.00 add $2.00 P&H. NJ residents add 6% sales tax. Foriegn orders (Check must be drawn on U.S. bank & in U.S. funds) add 10% for shipping (minimum $5.00) allow up to 4 weeks for delivery. Dealer inquiries invited.

Dept. 101
P.O. Box 114
Flanders, NJ 07836

RAILROAD AVENUE ENTERPRISES

TIMETABLE

TIMETABLE listings are published without charge and are run on a space-available basis at the editor's discretion. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 1st of the month, four months prior to the issue cover date (e.g. January 1 for the April issue). Each issue will be in circulation for the full month preceding its cover date (e.g. April issue available during all of March).

RAILFAN EVENTS

BELLOWS FALLS, VERMONT, July 31. Transpo '99 in conjunction with Rockingham Old Home Days. Green Mountain Railroad activities include main line excursions over the New England Central Railroad to Brattleboro leaving Bellows Falls at 9am and 2:30pm, leaving Brattleboro at 10am (Brattleboro departure allows for 3 hour layover in Bellows Falls to attend Transpo and ride the *Green Mountain Flyer* to Chester). Equipment displays in Bellows Falls yard 9am-5pm Night photo session under massive fireworks display with R&R's Steve Barry. For information and fares contact the Green Mountain Railroad, P.O. Box 498, Bellows Falls, VT 05101; 800/707-3530 or 802/463-3069; *railtour@sover.net*.

ELLENSBURG, WASHINGTON, August 5-7. Milwest 1999 Annual Meet with activities related to the western lines of the Milwaukee Road. Registration $10, tours extra. For information contact Kevin McCray, 6 Park Place, Lancy, MT 59634-9759; *mccray@ixi.net*.

CINCINNATI, OHIO, August 7. *Summerail at CUT* will be held at Cincinnati Union Terminal. Railroadiana show, multi-media slide shows, tours of Tower A provide a full day's activity. Slide show presenters include Dave Beach, Dan Finfrock, Mike Kempert, Mike Leach, Garland McKee, Dennis Nehrenz & Jim Bobel, Bonnie & Jerry Obert, Dave Oroszi, Fr. Dale Peterka, Dale Sanders, Steve Smedley and Scott Snell. Tickets $12 (checks payable to Cincinnati Railroad Club) from Summerail 1999, CRRC, P.O. Box 14157, Cincinnati, OH 45250-0157; 513/651-RAIL.

LINCOLN, NEW HAMPSHIRE, August 7 and 28. Gold-panning train to Plymouth on the Hobo Railroad with demonstrations, snacks, lunch and more. Tickets $35, children $20 from the Hobo Railroad, P.O. Box 9, Lincoln, NH 03251; 603/745-2135.

GLADSTONE, MICHIGAN, August 7-8. Steam excursions on former Soo Line and C&NW trackage sponsored by the DSS&A Division of the Soo Line Historical Society. Saturday morning trip to Manistique, Saturday afternoon trip to Hermansville, Sunday trip to Trout Lake. For information conatct DSS&A Division — SLHTS, 230 Ludington Street, Escanaba, MI 49829; 906/786-2192 or 888/335-8264.

WISCONSIN & SOUTHERN RAILROAD is planning the following excursions in Wisconsin using the matched *Northern Pride* streamliner consist. For further information contact the Wisconsin & Southern Railroad, Passenger Department RF, 1890 East Johnson Street, Madison, WI 53704; 608/241-9767.

August 7-8, Civil War reenactment, Madison to Boscobel.
September 11-12, Wild West Days at Mazomanie.
September 25, Milwaukee to Oshkosh for Wisconsin Chapter NRHS.
October 2-3, Fall colors trips at Hartford.
October 9-10, Fall colors trips at Whitewater.
October 16-17, Fall colors trips at Boscobel.

FRIENDS OF THE RAILROAD MUSEUM OF PENNSYLVANIA (P.O. Box 125, Strasburg, PA 17579; 717/687-8628; *www.rrhistorical.com/frm*) will be sponsoring the following events at the museum in Strasburg. Admission is $6 adults, $5.50 seniors over 60, $4 kids 6-12, under 6 free, family maximum $16. Contact the museum for details.

August 12-15, Railroad Circus Days with scale model equipment of circuses.
October 16 and 23, Lantern Light Nights with museum lit by lanterns.
October 30, Halloween Haunting with museum transformed into a creepy cavern.
December 27, Home for the Holidays; meet engineers, ticket agents and passengers in nostalgic look at holiday travel.

COOPERSVILLE & MARNE RAILWAY (P.O. Box 55, Coopersville, MI 49404; 616/837-7000) is holding the following special events. For complete details contact the railroad.

August 13-14, Summerfest with train and speeder rides, equipment displays, family activities.
September 18 and 25, Great Train Robbery and chuck-wagon barbeque.
October weekends, Pumpkin Trains with the Great Pumpkin.
December 4-5, 11-12 and 18-19, Santa Trains.

MONTICELLO, ILLINOIS, August 14-15. Caboose Trains at Monticello Railway Museum. Ride in one of seven cabeese. Trips can be boarded at the museum or downtown Monticello. Fare $7 adults, $5 seniors 62 and over, $5 kids 2-12. Information from Monticello Railway Museum, P.O. Box 401, Monticello, IL 61856, 800/952-3396

MILWAUKEE, WISCONSIN, August 14-19. Trip to Lancaster, Pa., via Amtrak. Visit Choo Choo Barn, Toy Train Museum, Strasburg Rail Road and more. Fare $495 per person double occupancy includes most meals, Red Caboose Motel and rail travel. Information from Gerald Brettschneider, 3053 South 45 Street, Milwaukee, WI 53219; 414/545-0020.

20TH CENTURY RAILROAD CLUB (329 West 18th Street, Suite 902, Chicago, IL 60616; 312/829-4500; *www.20thcentury.org*) is sponsoring the following trips from Chicago. Contact the club for fares and details.

August 19-22, *Toronto* via Amtrak for Canadian National Exhibition.
September 11 or 12, *Historic Home Tour* in Marshall, Mich., via Amtrak.
September 26-30, *Once Around the Lake* via motorcoach and Algoma Central.
October 23-25, *Autumn in Red Wing* via Amtrak, stay at St. James Hotel.

PRINEVILLE, OREGON, August 24. Caboose rides behind Mount Emily Shay No.1 sponsored by Central Oregon Model Railroad Association. Trips at 10:30am and 12:30pm. For information call Brad Peterson at 541/447-6158; *ovrr@hotmail.com*.

CANADIAN RAILWAY MUSEUM (120 rue St.-Pierre, St. Constant, PQ Canada J5A 2G9; 450/632-2410) is holding the following special events. Contact the museum for details.

Throughout 1999, Waiting for You at the Station exhibit with posters, paintings, diroamas and more.
August 27, interactive day honoring black porters and railway workers.
September 11-12, interactive day honoring passenger railroad workers.
October 8, interactive day honoring shop men.

DURANGO, COLORADO, August 25-September 1. Railfest '99 on the Durango & Silverton Narrow Gauge featuring Eureka & Palisade 4-4-0 No.4 and Galloping Goose No.5. Scheduled events include an opening reception of Railfest at the D&SNG museum in Durango on **August 27.** Goose No.5 operates **August 25,** Durango-Silverton one way; **August 26,** three Silverton-Elk Park round trips; **August 27,** Silverton-Elk Park round trip and Silverton-Durango one way; **August 28-31,** Durango-Cascade Canyon. Eureka & Palisade No.4 operates **August 28,** Durango-Silverton one way; **August 29,** Silverton-Durango one way; **August 30,** Durango-Silverton one way; **August 31,** Silverton-Durango one way; **September 1,** Durango-Cascade Canyon round trip. All E&P No.4 trips are $53, Goose prices are $35-$53 depending on the trip, reception at the museum is $10. For complete information and tickets contact the railroad at 970/247-2733 or 888/TRAIN-07; *www.durangotrain.com*.

DILLSBORO, NORTH CAROLINA, August 28. Steam-powered trip to Andrews, N.C., (bus return) over the Great Smokey Mountains Railroad. Consist includes open cars, and regular and deluxe coach seating. Photo runbys included. For ticket information contact the Atlanta Chapter NRHS at 800/872-4681.

NEW YORK, NEW YORK, September 4-6. To the Mountains By Rail trip sponsored by the New York Railroad Enthusiasts. Amtrak to Albany, tour of Erie Canal, trip on the Adirondack Scenic, boat ride in Adirondacks, train ride on the Batten Kill. Fare $320 double occupancy, $390 single. Tickets, information from New York Railroad Enthusiasts, c/o D. Deutch, 401 Park Place Apt. 1A, Fort Lee, NJ 07024; 212/819-0822.

NASHVILLE, TENNESSEE, September 11. Excursion to the Watertown Country Hoedown for live entertainment, country

VIDEO: REAL RAILROADING

93-minute, fully narrated video covering the daily chores of a 3-man CSX crew servicing many industries in a two county area of Northeast Ohio. Catch all the sights & sounds of Real Railroading on the ground and in the cab & caboose. A model railroaders gem in assisting to develop prototype switching & spotting maneuvers. Send check/mo for $24.95 to:

RB Productions
PO Box 118, Lorain, OH 44052

GREAT RAILROAD SIGNS
from
LOGO-MOTIVES
View our page at
http://www.logo-motives.com
or write us at Dept. RF
LOGO-MOTIVES
Box 818, Wheeling, IL 60090
Ph - 847-870-0007
Fax - 847-870-0009

ATTENTION! NEW YORK CENTRAL FANS

ALL NEW!
New York Central Stations and Terminals
by Geoffrey H. Doughty

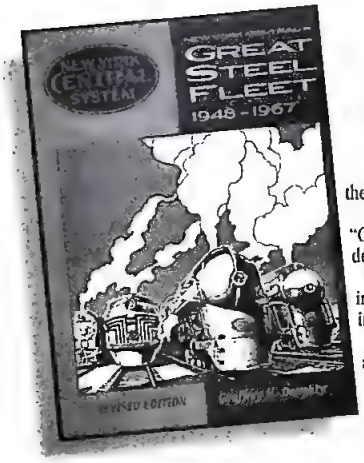
160 Pages hardbound • Over 200 Black and White and color Illustrations.

Second only to Main Street, Depot Street was, perhaps, the most commonly named avenue in America, and although the small town depot became a venerated piece of Americana, the great stations and terminals the railroads built became architectural masterpieces. Few were greater than those erected at the turn of the 20th century, and in its first 50 years, by the New York Central Railroad and its predecessors. Often the company spared no expense in their construction and design, and the resulting structures became and index of civic and corporate pride, incorporating art, style and function.

Through engaging text and over 200 exterior and interior B&W and color photos, author Geoffrey H. Doughty examines the origins of the great stations and terminals of the famous New York Central Railroad, including those from Chicago to New York, Cleveland to Cincinnati and St. Louis, from Boston to Albany, and scheduled intermediate stops. Also there is an in-depth examination of what was occurring at the railroad in the summer of 1956, when the company stunned the industry with the announcement that it would sell 406 stations across its vast 10,000 mile system.

Don't miss this opportunity to take a closer look at the gems which the company casually labeled as "stations." New York Central's stations were as great as the trains of its Great Steel Fleet, and have never been placed between the covers of one book in such a fascinating array, *Due September 1999.*

Only $28.95 + $4 S/H
Or Special Only $23.95 + $4 before September 30



NEW! REVISED-EXPANDED-BETTER THAN BEFORE!
New York Central's Great Steel Fleet
by Geoffrey H. Doughty

160 Pages hardbound • 170 Black and White and 20 color Illustrations.

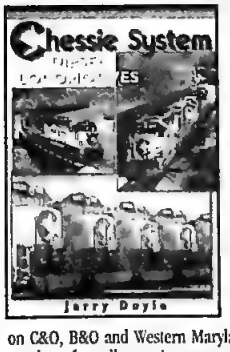
In this thoroughly revised and expanded second edition of New York Central's Great Steel Fleet, 1948-1967, author Geoffrey H.Doughty chronicles the glory years of one of the finest rail passenger operations in the United States.

To and from Chicago, St. Louis, Boston, Buffalo, Cincinnati, Detroit, New York and intermediate points, passengers aboard the New York Central's "Great Steel Fleet" were assured of outstanding service and state-of-the-art equipment, designed and decorated by America's premier industrial designers.

With an engaging text and virtually all new photos, the book examines the postwar renaissance and ultimate twilight of the Great Steel Fleet, reflecting on the period of American history when "First Class" meant more than a slightly wider airline seat and "on time" meant at the station, not within ten minutes of it.

The text of this revised edition has been **expanded by 25%** with new material including an all-time roster of NYC's postwar passenger trains and **about 80% of the illustrations are new**, essentially this is a new book. If you have the first edition, you'll find this new book to be a excellent addition to your collection at a nice price. Now *Shipping!*

Only $28.95 + $4 S/H
Order Both Books for only $46.95 + $7 S/H before Sept. 30



All-Color! Chessie System Diesel Locomotives
by Jerry Doyle

112 Pages hardbound
Over 150 Great Color Photos

Complete roster data on all diesels inherited by Chessie System and detailed histories of all models and classes that were purchased by Chessie System from 1972 to the early 1980s. Treats all types of units on C&O, B&O and Western Maryland with portrait type photos with a number of excellent action scenes as well. *Now Shipping!*

Only $36.95 + $4 S/H
Special Price of $31.95 + $4 S/H before Sept. 30, 1999

Atlantic Coast Line Passenger Service-The Postwar Years
by Larry Goolsby

128 Pages hardbound • Over 200 B/W and color photos, official diagrams and drawings.

The story of ACL's wonderful postwar passenger trains is told in a readable, coherent text supported by scores of great company publicity photos of the trains and equipment, inside and out, with car and locomotive rosters, diagrams and drawings, and material useful to modelers in construction and painting of ACL prototype passenger cars. *Now Shipping!*

Only $26.95 + $4 S/H
Special Price of $21.95 + $4 S/H before Sept. 30, 1999

Denver & Rio Grande Western-Superpower Railroad of the Rockies
by Robert A. LeMassena

112 Pages hardbound • Black and White and Color Illustrations, Color Covers

Robert LeMassena, one of America's foremost steam locomotive historians, takes another look at the D&RGW's standard gauge steam locomotives in the "big power" era and ending with the last of steam.

He looks at the Rio Grande's profile, traffic, and geography, and how the railroad met its needs with some of the biggest, most powerful and most efficient non-articulated and articulated steam locomotives in American railroading. His concise, overview sheds new light on the motive power of this interesting and highly regarded Western railroad. Many excellent photos, most reproduced large. *Due September.*

Only $28.95 + $4 S/H
Special Only $23.95 + $4 S/H before September 30, 1999

Seaboard Air Line-The Route of Courteous Service - Griffin - 224 Page h/c, Only $29.95 + $4 S/H

Mann's Creek Railway - Schnepf and Lane - 240 page h/c Only $29.95 + $4 S/H

Send For Complete List of Other Fine Railroad Books Available From TLC.

ORDER FROM: TLC PUBLISHING • DEPARTMENT RF

1387 WINDING CREEK LANE • LYNCHBURG, VIRGINIA 24503-3776

Sorry, no telephone or credit card orders accepted • Virginia Residents Add 4.5% State Sales Tax Foreign Orders add $4.00 per book ext

Maximum Shipping and Handling For Single Order is $7.00

THE DEPOT ATTIC
377 ASHFORD AVENUE.
DOBBS FERRY, NY 10522
"America's Foremost Dealers In Railroad Memorabilia"

BUYING COLLECTIONS, SINGLE ITEMS & ESTATES
LANTERNS, TIMETABLES, KEYS, LOCKS, CHINA, SILVER, BADGES, PASSES, BOOKS, POSTERS, OLD CALENDARS, SIGNS, BROCHURES, HARDWARE, & MUCH MISCELLANEOUS
Offering Authentic Hardware, China & Paper Stores, Mail Order, Shows & Auctions
STORE HOURS: Open Most Weekends 12 Noon to 5
Phone Before Coming (914) 693-5858

PHONE (914) 693-5858

***NEW FROM* TRACKSIDE VIDEO**
STEAMIN' On The OHIO CENTRAL
Join us for expanded coverage of "Steam Fest '97" on the Ohio Central. Coverage includes #1551 and 5 car passenger train followed by #13 with 13 hoppers and a caboose between Dennison and Coshocton. Coverage continues with Sundays side by side action with 1293 and her passenger train on the former Pennsy while 1551 and 13 double head their 27 car freight along the former NKP. We bring our program to a close with Triple-header action between Trin and Black Run. 91 min.
ONLY $24.95 ppd.
CALL TOLL FREE 1-800-548-8476
Or e-mail to sales@tracksidevideo.com
Or send check or money order to:
TRACKSIDE VIDEO
P.O. BOX 234
FOREST PARK, GA 30298-0234
VISA • MASTERCARD • DISCOVER
Visit our website www.tracksidevideo.com

BNSF 1998-1999
MOTIVE POWER REVIEW
By Robert C Del Grosso
Comprehensive review of the BNSF owned and leased locomotive fleet from 01/01/98-06/30/99 • New deliveries 1998 to end-1999 • 100% line-by-line roster of owned and leased fleet • 900+ renumber/repaint sites and dates 1997-1999 • Retirement of 350+ units plus those planned • Photo record of entire BNSF fleet • This book reflects the peak of BNSF's pre-merger fleets and acquisition of new power just prior to the program to homogonize and down-size it by phasing out older power and eliminating small-number odd-type models - essential for historians and modelers for years to come • Hardbound • 220 b&w halftones • 33 color • 192 pages • 6"x9" format • **$34.95 P&H included.**

BNSF 1998 Annual
By Robert C Del Grosso
Extensive historical overview of the BNSF Railway in 1998. Main Topics: Intermodal, Coal and Grain Operations • Division Maps • BNSF Spun-off Shortlines in WA and MN • Business Car Fleet Update • BN's Libby Line and Flathead Tunnel • BN Heater Cars • BN Air Repeater Cars • 16-page Color Pictorial • Motive Power Roster/ Summary • More • 225 b&w halftones • 130 pages • Perfect Bound • 8½"x11" format • **$35.95**
www.bonners-ferry.com/gnp-pubs
Check, M.O. or Visa/MC - delgross@dmi.net
Great Northern Pacific Publications
Route 4, Box 627A
Bonners Ferry, ID 83805 (208) 267-3054

cooking and antique/craft dealers. Classic E8 diesels will power the 88-mile round trip. Trip departs 9am, returns approx. 3:30pm. Ticket prices range from $15 to $50. For information contact the Tennessee Central Railway Museum, 220 Willow Street, Nashville, TN 37210-2159; 615/781-0262; e-mail *hultman1305@earthlink.net.*

SOO LINE 2719 and 1003 will power trips in Wisconsin during the fall over the Wisconsin Central. For a complete information package contact the Chippewa Valley Convention & Visitors Bureau at 877/999-2719.
September 11-12, Soo 2719 from Whitehall to East Winona via Fox Valley & Western.
September 25, Soo 2719 from Chippawa Falls to Stanley.
September 26, Soo 2719 from Chippewa Falls to Withee.
October 2, two trips with Soo 1003 from Colfax to Cadott.
October 3, Soo 1003 from Colfax to Withee.
October 9, Soo 2719 and 1003 from Colfax to Emerald.
October 10, Soo 2719 and 1003 from Colfax across the St. Croix River.

BLUEWATER MICHIGAN CHAPTER NRHS (P.O. Box 296, Royal Oak, MI 48068-0296; 248/541-1000 or 800/594-5162; *www.concentric.net/~bmcnrhs*) will operate the following events.Contact the Chapter for complete information.
September 11-12, Marshall Historic Homes Tour via Amtrak from Dearborn and Ann Arbor.
September 11-13, Algoma Central trip from Sault Ste. Marie to Agawa Canyon with bus connection from Dearborn and Royal Oak.
September 25, Michigan Railroad History Conference at Greenfield Village in Dearborn; keynote speaker will be Kevin Keefe of *Trains* magazine.
September 29-October 12, Canadian Rockies and Pacific Coast via *Cariboo Dayliner, Rocky Mountaineer* and the *Canadian.*
October 9, Tuscola County Pumpkin Festival trains from Marlette to Caro with rare mileage excursions on the Huron & Eastern.
October 16-17, Fall color excursions on the Tuscola & Saginaw Bay to Clare, Howell and Mount Pleasant, Mich.
November 5, "Detroit United Railway" presentation by Richard Andrews with banquet at Farmington Hills, Mich.
December 4, 11 and 18, Christmas Lights excursion to Cross Roads Village, Daerborn, Royal Oak and Livonia with dinner, steam train ride, Huckleberry Railroad shop tour.

TRAINS UNLIMITED, TOURS (P.O. Box 1997, Portola, CA 96122; 800/359-4870; www.trainsunltdtours.com) is sponsoring the following trips. Write for a free catalog.
September 16-19, White Pass & Yukon Spectacular '99 with four charter trains, steam to Lake Bennett.
September 17-19, New England Fall Colors Spectacular featuring Conway Scenic, Mount Washington Cog and Winnipesaukee Scenic.
September 25-26, Cumbres & Toltec Scenic Fall Colors Spectacular with photo freight, double-headed steam.
October 3, Redwood Steam Spectacular on California Western.
October 17, Railfan day on McCloud River Railway.

WHIPPANY, NEW JERSEY, September 18-19. Railroad Festival '99 at Whippany Railway Museum. Theme will be a Return to the Fab Fifties Weekend with diesel streamlined train, fin-tailed autos and more. Train rides throughout the afternoon, fare $7 adults, $4 kids under 12; purchase tickets at the event. For more information contact the Whippany Railway Museum, 1 Railroad Plaza, P.O Box [illegible] Whippany, NJ 07[illegible]-6016; 973/887-8177; *www.interactive.net/~paultup/wrym.html*

FLEMINGTON, NEW JERSEY, September 18-19. Great Train Robbery on the Black River & Western. Trains depart at 11:30am, 1pm, 2:30pm and 4pm Fares are $8 adults, $4 kids 3-12. For information contact the Black River & Western, P.O. Box 200, Ringoes, NJ 08551, 908/782-9600.

MORRISTOWN, NEW JERSEY, September 19. Morris Millennium Transport Exhibition at the NJ Transit station, 11am-4pm. Historic train rides, state-of-the-art and historic vehicles, flea market and memorabilia, exhibits, more. Free admission For more information visit *www.morris2000.org*

DURANGO & SILVERTON NARROW GAUGE RAILROAD (479 Main Avenue, Durango, CO 81301; 970/247-2733) will hold the following special events. Contact the railroad for complete details.
September 25, Fall foliage train with runbys.
December 18-23 and 26-30, Holiday Light Parade Trains to Hermosa with Santa, lighted houses.
December 31, New Year's Eve Moonlight Train.

BALTIMORE, MARYLAND, September 25-26. Fall open house at the B&O Railroad Museum with special cab and caboose rides, yard switching, living history programs. For information contact the Baltimore & Ohio Railroad Museum, 901 West Pratt Street, Baltimore, MD 21223-2699; 410/752-2388; *www.borail.org.*

ELKINS, WEST VIRGINIA, September 25-26. Trips over newly-opened ex-Western Maryland trackage to Belington, W.Va., sponsored by the Roanoke Chapter NRHS. For information and prices contact the Chapter at P.O. Box 13222, Roanoke, VA 24032.

REDDING, CALIFORNIA, September 30-October 3. Southern Pacific Historical & Technical Society Shasta Division annual convention at the Holiday Inn Convention Center. Pre-convention steam dinner train trip on McCloud River Railroad walking tour of Dunsmuir with local historians, extra fare $90 per person. Convention cost $119 before September 1, $139 thereafter. Information from Ron Plles, P.O. Box 950, Fortuna, CA 95540; 707/725-5411; *rlplies@humboldt1.com.*

FOX RIVER TROLLEY MUSEUM (P.O. Box 315, South Elgin, IL 60177-0315; 847/697-4676; www.foxtrolley.org) will be holding the following special events. Fares are $2.50 adults, $2 seniors and $1.50 for kids. Contact the museum for complete details.
October 3 and 10, Fall foliage caboose trains.
October 23, 24 and 30, Pumpkin trolley, pumpkins $1 extra.
October 31, Haunted trolley.
November 6, Railfan night with night photo session. Special fee applies, event starts at 4pm.

HAGERSTOWN, MARYLAND, October 9. Rare mileage trip to Colorfest at Thurmont, Md., via Western Maryland "Main Line" using MARC equipment. Trip departs Hagerstown 8am, fare $39 adult, $35 senior, $20 kids 4-12. Optional side trips from Thurmont to Union Bridge and Thurmont to Highfield, fare per sidetrip $10 adults, $5 kids 4-12. Tickets from Hagerstown Roundhouse Museum, P.O. Box 2858, Hagerstown, MD 21741; VISA/MC accepted. Information at 301/739-4665.

HAGERSTOWN, MARYLAND, October 10. Trip to Cumberland, Md., via Western Maryland to Cherry Run, B&O beyond. Trip

New Book!
Remembering Santa Fe
by Robert P. Olmsted
Limited printing - Order now to get your copy!

Take a tour of the Santa Fe from Chicago to Kansas to Texas during the period 1949 to 1996 in 150 black & white and 12 color photographs. See Santa Fe's greatest steam power and the early diesels, starting with No. 1. Included are plenty of passenger trains, E-units, F-units, Alco PAs and more, as well as modern EMD and GE second generation warbonnets on freights, continuing up through the Dash 9s and SD75Ms of 1994 and 1995. It's all here in 112 pages, 8-1/2 x 11, hard cover.
$39.95 plus $4.75 shipping and handling ($6.00 s/h Canada and International)

US and Canadian credit card holders order toll free:
(800) 344-1106

Colorado residents add 7-1/2% Sales Tax

McMILLAN PUBLICATIONS, INC.
9968 West 70th Place
Arvada, Colorado 80004-1622
(303) 456-4564 • Fax (303) 456-2049
Email: FP45@AOL.com

Rails 'N' Shafts

P.O. Box 300 Laurys Station, PA 18059
(610) 261-0133 Fax (610) 262-7962

Specializing in Books and Videos on Transportation and Industrial Subjects

Alco Official Photography ---- $38.95
Alco Reference #1, Liljestrand ---- $23.95
Alcos to Allentown, Biery ---- $23.95
All Aboard Amtrak, Schaeffer ---- $39.95
American Shortline Guide, Lewis ---- $19.95
Anthracite Country Color, Bernet ---- $15.95
Anthracite Rebirth, Bednar ---- $43.95
ACL: Diesel Locomotives, Calloway ---- $39.95
Baldwin Locomotive Works, Brown ---- $28.95
B&O Cabooses, Jones ---- $21.59
B&O Color Guide ---- $38.95
B&O, Salomon, Oroszi, Ori
Vol 1: New York to Cumberland ---- $35.49
Vol 2: Cumberland to Chicago ---- $35.49
B&O East End: Neck of the Bottle, Hollis, Roberts ---- $39.95
B&O Passenger Service, Stegmaier
Vol 1: National Limited Route ---- $19.95
Vol 2: Capitol Limited Route ---- $21.59
B&O Sandpatch, Roberts ---- $39.95
Berkshires of the Nickel Plate, Holland ---- $21.59
Black Gold, Black Diamonds: PRR, Hirsamaki ---- $35.95

Kansas City Southern in Deramus Era
Illustrated history of KCS $38.49
Seaboard AL: Route Courteous Service
Illustrated history of SAL $23.95
From the Cab, Riddell
Stories from a locomotive engineer $11.95
American Car & Foundary, Kaminski
Illustrated history of ACF $54.95
Santa Fe Diesels V1 $43.95
Santa Fe Diesels V2 $47.95
Color pictorial of SF diesels diezellation to BN

B&M in Color, Plant ---- $38.95
Boston Depots & Terminals, Barrett ---- $43.95
BN/SF 1994 or 1996 Annual ---- $35.95
BN/SF 1997 Annual ---- $39.95
BN Locomotive Roster 1970-1996 ---- $39.95
BN Northwest Passage, Leachman ---- $47.95
Burlington Color (Vol 1 or Vol 2), Holck ---- $39.95
Burlington Route: Across the Heartland, Wilson ---- $15.25
C&O Color Pictorial, Stegmaier ---- $39.95
C&NW in Color (Vol 1) ---- $38.95
CB&Q Color Guide, Spoor ---- $38.95
CB&Q in Color (Vol 1 or Vol 2), Spoor ---- $38.95
Chicago Transit ---- $27.95
Classic Locomotives V4: Alco RS3, Plant ---- $31.95
Confessions of a Train Watcher, Morgan ---- $31.95
Conrail Commodities, Taylor ---- $39.95
Conrail Motive Power Review (1986-1991), Withers ---- $38.49
Conrail Final Years (1992-1997), Withers ---- $38.49
Cotton Belt Color Pictorial, Goen ---- $39.95
Crossroads of the West (Utah), Koistra ---- $39.95
Denver & New Orleans, Jones ---- $35.95
Diesel Locomotives: 1st 50 Years, Drury ---- $22.49
Diesels to Park Avenue ---- $35.49
Diesels of the Southern Railway, Withers ---- $51.95
Dixie Line: NC&StL, Castner ---- $21.75
Domeliners, Zimmermann ---- $39.95
East Broad Top: Slim Gauge Survivor, Mellander ---- $38.25
Erie in Color, Sweetland ---- $35.95
EL Color Guide ---- $38.95
EMD GP-20 and SD-24 ---- $23.95
Erie-Lackawanna in Color, DeYoung
Vol 1: West End ---- $35.95
Vol 2: New York State ---- $35.95
Vol 3: East End ---- $38.95
Vol 4: Early Years ---- $38.95
Feather River Canyon, Schmollinger ---- $39.95
GN Color Pictorial (Vol 2), Shine ---- $39.95
GN Equipment Pictorial (Vol 1 or 2) ---- $39.95
GN Pictorial (Vol 3 or 4), Stauss ---- $39.95
GN Pictorial (Vol 5) ---- $51.95
GN Lines West, Wood ---- $43.95
GN Steam Electric in Color ---- $38.95
GM&O Color Pictorial, Wallin ---- $39.95
IC in Color ---- $38.95
Illinois Terminal in Color, Lloyd ---- $38.95
Impossible Challenge, Harwood ---- $51.95
JC/LV Color Guide, Bossler ---- $38.95
Jersey Central in Color, Brennan ---- $35.95
Jersey Central in Color (Vol 2), Brennan ---- $38.95
Jersey Central Story, Carleton ---- $30.49
Lackawanna in Color, Sweetland ---- $35.95
Lake Shore & Mich Southern, McLellan, Warrick ---- $31.95
L&NE: Color Retrospect, Lilly ---- $37.95
LV: East of Mauch Chunk, Greenberg, Fischer ---- $39.95
LV in Color (Vol 1 or 2), Yanosey ---- $35.95
LV in Color Vol 3, Plant ---- $38.95
LV in NY State: Upstate Odyssey, Dann ---- $23.95
Lehigh Valley RR, Archer ---- $35.95
Lehigh Valley: New York Division, Bednar ---- $41.95
Locomotive Cyclopedia Vol 1 (Mainline Modeler) ---- $47.95

SUMMER STORE HOURS

Sat	July 10	10 - 4
Sat	August 7	10 - 4
Sat	September 4	10 - 4
Sat	October 2	10 - 4

or by appointment

Complete selection of in-print books and videos.
Extensive selection of out-of-print books, timetables, reports, etc.
Directions: 1/2 mile west of Route 145 at HiWay Restaurant at 1321 Rising Sun Road in Laurys Station.
Always buying railroad and mining collections, large or small, paper or hardware. Try us first for satisfaction.

L&N: Old Reliable, Castner ---- $23.95
Maine Central in Color ---- $38.95
Manhattan Gateway, Middleton ---- $35.95
Memoirs of Steelworker, Kuchtka ---- $10.49
Milwaukee in Color
Vol 1: East of Milwaukee ---- $38.95
Vol 2: In Milwaukee ---- $38.95
Vol 3: Wisconsin/Michigan ---- $38.95
Milwaukee Color Guide ---- $38.95
Milwaukee Under Wire in Color ---- $38.95
Minneapolis & St. Louis in Color, Green ---- $38.95
New Haven Along the Shore Line ---- $15.25
NH: Final Decades, Hartley ---- $39.95
New Haven Power, Staufer ---- $63.95
New Haven Trackside McNamara ---- $38.95
NYC Color Guide ---- $38.95
NYC Color Photography (Vol 1), Nowak ---- $35.95
(Vol 2 or 3), Nowak ---- $38.95
NYC in New England (Vol 1 or 2), Jones ---- $39.95
NYC Later Power, Staufer ---- $55.95
NYC Lightweight Cars, Doughty ---- $23.49
New York Central Trackside, Marvel ---- $38.95
NYC Trains of the Future, Doughty ---- $20.95
NYC Steam Vol 1 ---- $38.95
NYO&W Diesels, Mohowski ---- $23.95
NYO&W and Dairy Industry, Mohowski ---- $49.95
NYO&W in Color, Lubliner ---- $38.95
NKP in Color (Vol 1, 2 or 3) ---- $38.95
NKP Official Photography (Vol 1 or 2), Corns ---- $20.95
N&W V1 in Color, Nichols ---- $38.95
N&W Coal Cars ---- $23.95
Norfolk Southern Locomotive Directory ---- $11.95
Northern Pacific (Vol 1, 2 or 3), Shine ---- $39.95
NP Classic Steam, Shrenk, Frey ---- $47.95
Northwestern: C&NW, Grant ---- $39.95
Pacific Electric in Color (Vol 1), Copeland ---- $38.95
Pacific Northwest of McGee and Nixon, Green ---- $47.95
Penn Central Color Guide ---- $38.95
Pennsylvania Trolleys (Vol 1 or 2), Volkmer ---- $38.95
Pennsy Power, Staufer ---- $39.95
PRR Standard of the World Vol 1, ---- $38.95
PRR Color Guide V1 ---- $35.95
PRR Color Guide V2 ---- $38.95
PRR Color Pictorial, Shafer ---- $17.75

DISCOVER VISA MasterCard

Telephone Orders Accepted

Check out our web site:
http://www.rails-n-shafts.com
E-mail: rns@rails-n-shafts.com

TO ORDER: For postage and handling, please add to the order total, $3.75 for one, $4.95 for two, and $5.95 for three or more books and/or videos. For foreign orders, please include $4.50 for the first and $2.50 for each additional book or video for postage, and remit in US$. Pennsylvania residents please add 6% sales tax. Avoid delays in order shipment and recheck addition and add correct postage. Incorrect orders will be returned. Prices subject to change without notice. Rush delivery available, please ask. Make checks payable to Rails 'N' Shafts. Catalog sent with all orders or send SASE. Sales ends last day of magazine cover month. Your satisfaction is guaranteed.

PRR Diesel Review, Carleton ---- $35.95
Pennsy Diesel Years (Vol 2, 3 or 4), Yanosey ---- $35.95
Pennsy Diesel Years (Vol 5 or 6), Yanosey ---- $38.95
PRR Electric Years, Volkmer ---- $35.95
Pennsy Steam Years V1 ---- $35.95
Pennsy Steam Years V2 ---- $38.95
PRR: Hudson to Horseshoe, Volkmer ---- $38.95
PRR Triumph 1, Roberts ---- $51.95
Phoenix Bridge, Winpenny ---- $15.95
Pullman Paint and Lettering, Dubin ---- $19.95
Railroads of Arizona V4: Santa Fe, Myrick ---- $51.95
Railroads of Indiana, Simons, Parker ---- $39.95
Reading Color Guide, Bossler ---- $38.95
Reading Diesels (Vol 1): First Gen, Woodland ---- $43.95
Reading Diesels (Vol 2): Second Gen, Woodland ---- $47.95
Reading in Color, Plant ---- $38.95
Reading in the Conrail Era, Woodland ---- $35.95
Reading Railroad: History of Coal Age Empire, Holton
Vol 1: 19th Century ---- $51.95
Vol 2: 20th Century ---- $54.95
Reading Steam in Color, Plant ---- $38.95
Rio Grande Color Guide ---- $38.95

SP in Transition, Shippen, Shine
Pictorial of end of SP $39.95
C&NW Final Freight Car Roster
The roster at the time of UP merger $51.95
Manns Creek Railway, Lane, Schenpf
West Virginia narrow gauge line $23.95
New from Morning Sun at $38.95
C&NW Official Photography
Pennsylvania Trolleys V3
Santa Fe Trackside

Rio Grande in Color (Vol 2) ---- $38.95
Rio Grande Southern Story, McCoy, Collman Graves
Vol 3: Vance Jct to Ophir ---- $57.59
Vol 4: Ophir Loop to Rico ---- $57.59
Vol 5: Rico and Mines Above ---- $57.59
Vol 6: Rico to Delores ---- $57.59
Vol 7: Delores to McPhee ---- $57.59
Rock Island Color Guide ---- $38.95
Rock Island Color Pictorial (Vol 1or 2), Marre ---- $39.95
Rock Island in Color (Vol 1), Stagner ---- $38.95
Rock Island in Color (Vol 2), Marvel ---- $38.95
SF: Gateway to West (Vol 1 or 2), Duke ---- $47.95
Santa Fe in Color (Vol 1,2,3 or 4), Stagner ---- $38.95
Santa Fe Color Guide, Stagner ---- $38.95
Scenes Along Rails (Part 1 Vol 2), Hudson ---- $31.95
SOO in Color, Wise ---- $38.95
Southern in Color V2, Lanier ---- $38.95
SP Coast Line, Signor ---- $51.95
SP Color Guide V1 ---- $38.95
SP Colorful Shasta Division, Dill ---- $39.95
SP: Oregon Division ---- $47.95
Spokane, Portland & Seattle, Austin, Dill ---- $59.95
SP&S Color Guide ---- $38.95
SP&S Color Pictorial ---- $39.95
Trackside Albany NY Bruins ---- $38.95
Trackside East of the Hudson, McChesney ---- $38.95
Trackside Erie, Collins ---- $38.95
Trackside Lackawanna, Petersen ---- $38.95
Trackside Rio Grande, Ozment ---- $38.95
Trackside Union Pacific, Schmitz ---- $38.95
Trail of Blue Comet (CNJ), Baer, Coxey ---- $55.95
Trains Trolleys and Transit,. Williams ---- $23.95
Trainmaster ---- $23.95
Union Pacific Color Guide (Vol 1 or 2) ---- $38.95
UP Official Color Photography (Vol 1), LeMassena ---- $38.95
UP Directory, Strack ---- $15.95
UP: Salt Lake Route, Hemphill ---- $47.95
UP Steam V1, Stagner ---- $38.95
Wheat Kings, McDonell ---- $23.95

VIDEOS

Alcos (Vol 1, 2 or 3) (Pentrex) ---- $22.49
Classic Chicago Railroads (Pentrex) ---- $15.95
Conrail Horseshoe Pushers (DIW) ---- $27.95
Conrail Hot Spots East (Pentrex) ---- $29.95
Conrail Hot Spots West (Pentrex) ---- $29.95
Conrail Pittsburgh Line Blues (Pentrex) ---- $15.95
Conrail West Slope (Green Frog) ---- $31.95
Conrail Pittsburgh-Crestline (Green Frog) ---- $31.95
Conrail Middle Division (Green Frog) ---- $31.95
LV: Penobscot Mountain (DIW) ---- $27.95
Milwaukee (3-tapes) (Pentrex) ---- $39.95
PRR: Steam/Electric 1936-52 (DIW) ---- $27.95
PRR: Steam/Electric 1955-62 (DIW) ---- $27.95
PRR in New Jersey (PRSL, NY&LB) (DIW) ---- $27.95
PRR: Philadelphia Terminal (DIW) ---- $27.95
CSX: Southern WV Coal (Pentrex) ---- $29.95
Tribute to Tennessee Pass (Pentrex) ---- $22.49

RBH

Raritan Bay Hobbies
P.O. Box 4231
Metuchen, N.J. 08840
732-494-2932
Fax 732-548-0193

BOOK LISTINGS

ALCo Official Color Photos 35.45
Altoona & The PRR-Between Roar & Whisper 19.95
American RR Radio Frequencies-15th edition 19.95
Anthracite Country Color 19.95
Arkansas Valley Interurban 13.95
Boston & Albany Vol 1 or 2 ....each 39.95
BN Locomotives 1970-1996 ....38.95
BNSF 1998 Annual 28.45
BNSF 1998/99 Motive Power Review 27.95
Boston & Maine Trackside (due 9/99) 38.95
Civil War Railroads 29.95
C&NW Official Color Photos 38.95
CNW Final Freight Car Roster 51.95
Chessie System: Cumberland Action (due 8/99) 31.95
Classic Fgt. V 11 Hi Capy. Covered Hoppers 21.95
Colorful Look at Conrail SD40 & SD40-2's 19.95
Colorful Look at CNW 19.95
Diamondbugs (Erie Doodlebugs) 11.95
The General & The Texas 13.95
Ghost Railroads of Indiana 39.95
Ghost Railroads of Kentucky 39.95
Ghost Railroads of Tennessee 47.95
Great Northern Steam & Electric in Color 38.95
Hidden Treasure Ohio River & Western 35.95
History of the Carolina & Northwestern 39.95
History of the Georgia Railroad 39.95
History of Railroading in West North Carolina 39.95
Kansas Central Narrow Gauge 20.45
KCS in The Deramus Era 37.95
L&N Cumberland Valley Division 23.95
Lackawanna Trackside 38.95
Lehigh Valley in Color Vol. 3 ....35.45
Mallets on the Mendicino Coast 27.95
MDC Shay Handbook 13.95
Northern Pacific Railway Of Magee & Nixon 39.95
Northern Railroads in the Civil War 27.95
Pass. Cars Of Budd Co. Vol 1 CB&Q 35.95
Pemberton & Hightstown 33.95
Pennsylvania's Trolleys in Color Vol. 1, 2....each 35.45
Pennsylvania Trolleys Vol 3 Pitts. 38.95
PRR Golden Triangle Main Line Pittsburgh 15.95
PRR in Steel City 150 years in Pittsburgh 14.95
PRR Standard RR of the World 38.95
R/ROBB Narrow Gauge Pictorial Series:
Vol. 3 Gonds, Boxcars and Flats of DRGW....25.95
Vol. 8 C&S Freight & Passenger Cars....27.95
Railroad Atlas Vol 2-8 ....each 18.95
Railroad Atlas Vol 9 GA,FL & SC 18.95
Railroad Atlas Northeast Revised 19.95
Railroads in the Woods 31.95
Railroads of Indiana 39.95
Railway Cyclopedia Vol. 1, 2 or 3 ....each 16.45
Rio Grande Diesels Vol. 3 ....23.95
Rio Grande Steam Finale 1947-1968 (Std. and NG) 13.95
Rio Grande Trackside 38.95
Rock Island Diesel Locos 1930-1980 ....17.45
Santa Fe All The Way Vol. 1 ....35.45
Santa Fe Diesels Vol. 2 ....47.95
Santa Fe Modelers Paint & Lettering Guide 23.95
Santa Fe ModelersV-2 Refrigerator 31.95
Santa Fe ModelersV-3 Furniture & Auto Box 31.95
Sante Fe Trackside 38.95
Seaboard Air Line Route Of Courteous Service 23.95
South Shore Line 27.95
Southern Railway In Color Vol. 2 ....35.45
SP Color Guide Vol. 1 ....35.45
SP Historic Diesels Vol. 5 U-Boats 19.95
Southern Pacific Pictorials:
Vol. 3 / 2-8-0, Vol. 4 / 4-8-4, Vol. 5 / 2-8-2,
Vol. 6 / 4-6-2, Vol. 7 / 4-8-8-2, Vol. 8 / 4-8-2,
Vol. 9 / 4-10-2, Vol. 10 / 4-8-8-2 (due 10/99),
Vol. 11 / 4-8-0 (due 12/99) ....each 19.95
Steam Whistles in the Piney Woods 44.95
Trains, Trolleys & Transit 23.95
Tuckerton Railroad 25.95
Two Feet to the Quaries 26.95
Uintah Ry. Pictorial Vo1. 1 ....41.45
UP 1999 Loco Directory 15.95
UP Color Guide Vol. 1 or 2 ....each 35.45
UP Modeler Vol. 3 or 4 ....each 16.45
UP Official Color Photos Vol. 2 ....38.95
UP Sherman Hill in the Diesel Era 37.95
UP Trackside 35.45
Wheat Kings 23.95
Where Rails Meet the Sea 17.95
Willamette Locomotive 31.95
WP Steam Pictorial 19.95
WV NG Mann's Creek Railroad 23.95

e-mail: RBHobbies@ AOL.COM
web site: raritanbayhobbies.com

100's more titles available

Master Card and VISA accepted. Shipping on U.S. orders add $3.50 for the first title, $1.00 for each additional title up to a maximum of $6.50 per shipment. Foreign orders welcome, postage at cost. NJ residents add 6% sales tax. FAX/Phone orders accepted with full credit card information. Send a large self addressed, stamped envelope for complete book listing. Prices supersede prior prices.

departs Hagerstown 8:30am, fare $39 adult, $35 senior, $20 kids 4-12. Optional side trip to Frostburg over Western Maryland Scenic, purchase sidetrip tickets on day of event. Tickets from Hagerstown Roundhouse Museum, P.O. Box 2858, Hagerstown, MD 21741; VISA/MC accepted. Information at 301/739-4665.

LOUISVILLE, KENTUCKY, October 14-17. 20th Illinois Central Railroad Historical Society annual meeting. Thursday trip on Corydon Scenic Railroad RDC's, Friday trip to Kentucky Railway Museum, Saturday railroadiana show and banquet with guest speaker Steve Lee of the UP steam program. For more information contact Mark L. Miller, 111 Scott Street, Marion, IL 62959-7102; 618/997-5788 evenings; *mlm270270@midwest.net.*

YARDLEY, PENNSYLVANIA, October 16. Bus trip sponsored by Delaware Valley Chapter NRHS to Baltimore to visit the B&O Museum, Ellicott City station and Inner Harbor. Trip departs Yardley 7am, Cornwells Heights at 7:30am. Tickets $30 from Delaware valley Chapter NRHS, c/o Tom Hychalk, 337 Stockham Avenue, Morrisville, PA 19067.

NORTH CONWAY, NEW HAMPSHIRE, October 16-17. 25th Annual Railfan's Weekend at the Conway Scenic Railroad. Operating locomotives include 0-6-0 7470, a GE 44-Tonner, two F7A's, two FP9s and an Alco S4. Train operations to Bartlett and Crawford Notch, plus last trip on Redstone quarry branch before the line is relocated. Passenger, freight and mixed trains will operate, plus night photo session with Les MacDonald. Tickets start at $38 adult, $19 kids 4-12. For complete details contact Conway Scenic Railroad, P.O. Box 1947, North Conway, NH 03860; 603/356-5251.

FALL IN THE OZARKS trip hosted by Train Travellers will be held October 19-24. Ride the *Texas Eagle* from San Antonio and other Texas points or the *City of New Orleans,* bus connection from Houston, Beaumont, Lake Charles and Little Rock or Memphis. Two nights in Branson, Mo., with trips on White River Scenic, Branson Scenic, Eureka Springs & North Arkansas and Arkansas & Missouri. For details contact Train Travellers, 930 Calder #103, Beaumont, TX 77701; 409/833-7963.

CUMBERLAND, MARYLAND, October 25. Photo freight charter on the Western Maryland Scenic with 2-8-0 734. Limited capacity trip, multiple high-quality photo runbys. Fare $80 per peron. For ticket availability call Carl Franz at 304/942-6197.

DILLSBORO, NORTH CAROLINA, November 13-14. "Two Way, Two Days" overnight steam excursion to Andrews, N.C., via the Great Smoky Mountains Railway sponsored by the Yadkin Valley Chapter NRHS. Trip departs Dillsboro 10am with several photo runbys and a lunch stop planned. Ticket prices start at $126.95 for the round trip (excluding lodging), Saturday-only option available. Tickets and information from Great Smoky Mountains Railway, P.O. Box 397, Dillsboro, NC 28725; 800/872-4681.

INTERNATIONAL TOURS

TOUR IRELAND WITH CARSTENS, September 4-19. Join R&R publisher Hal Carstens on a tour of Ireland with trip on North Irish Railways, steam excursion from Belfast to Londonderry, Beyer Garrett narrow guage steam, railroads on Isle of Man, more. Fare $3399 double occupancy, $3899 single includes air from Newark, N.J. For more information check out the ad on page 55 or write Carstens Publications, P.O. Box 700, Newton, NJ 07860.

T-RAIL TOURS (803 Kanuga Drive, West Palm Beach, FL 33401; 561-TEL-TRAK) is sponsoring a tour of Europe from **September 4-26.** Dozens of train trips including 200mph electrics, narrow gauge steam, mountain cog, trolley sightseeing. Tour ten nations from the Arctic Circle to the Vienna. Fare $2987 (R&R subscribers get 10% discount) includes air fare from U.S. east coast, ground transportation, accomodations. Contact T-Rail Tours for more information.

S&S TOURS (865 El Camino Real, Sierra Vista, AZ 85635; 800/499-5685; *www.ss-tours.com*) is sponsoring two trips through Mexico's Copper Canyon. Dates are **September 21-28** and **November 16-24.** Prices start at $1495. Contact S&S for complete details.

TEFS LIMITED (189 Spring Beauty Drive, Lawrenceville, NJ 08648) is sponsoring the following foreign steam tours. Contact TEFS for details.

China, three different departures.
Myanmar, late October, main line charters and scheduled branch line steam

TRAINS UNLIMITED, TOURS (P.O. Box 1997, Portola, CA 96122; 800/359-4870; www.trainsunltdtours.com) is sponsoring the following foreign tours. Write for a free catalog.

Chile and Argentina, October 23-November 6, double-headed 2-8-2s, *Old Patagonian Express* charter.
Mexico, November 13-21, private Copper Canyon charter, power includes last operating EMD FT diesel.

Trains Unlimited, Tours is also offering several trips in **Russia** in conjunction with GW Travel of England. Call or write for the Russian Tour Brochure.

RAILROADIANA MEETS

GREAT MIDWEST TRAIN SHOW will be held **August 8** and **September 12** at DuPage County Fairgrounds, County Farm Road and Manchester, Wheaton, Ill., 10am-4pm. Admission $6, kids under 12 free. Information: Tom Edmonds, P.O. Box 1745, Lombard, IL 60148; 630/834-0653.

GREAT AMERICAN TRAIN SHOW will be held at the following locations. Hours are 11am-5pm, admission $6 adults, kids under 12 free. For more information contact GATS Limited, P.O. Box 1745, Lombard, IL 60148; 630/834-0652.

August 14-15, Potland, Maine, Exposition Building.
August 21-22, Richmond, Va., Fairgrounds on Strawberry Hill.
August 28-29, Ventura, Cal., Fairgrounds/Seaside Park.
September 11-12, Springfield, Ill., State Fairgrounds.
September 18-19, Houston, Texas, Astrodome/Astroarena.

GREENBERG'S Great Train & Collectible Toy Show will be held at the following locations on dates listed, Saturdays 11am-5pm., Sundays 11am-4pm. Admission: $5 adults, $2 children 6-12 unless otherwise noted. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.

August 14-15, Edison, N.J., Convention & Expo Center.
September 18-19, Hempstead, N.Y., Hofstra University.

ATLANTA, GEORGIA, August 14. Southeastern Railroadiana Collectors' 22nd Annual Railroad Collectibles/Model Train Show at the Georgia International Convention Center, 9am-4pm. Admission $5, under 13 free. Information: John R. Martin, 4183 Paran Pines, Atlanta, GA 30327; 404/233-7991.

GILBERTSVILLE, PENNSYLVANIA, August 22. Gilbertsville Train-O-Rama at the Gilbertsville Fire House, Route 73 east of Route 100, 9am-2pm. Admission $3, kids under 12 free with adult. Information: Mary Preudhomme, 233 Long Lane, Boyertown, PA 19512-8137; 610/367-7857.

HARWINTON, CONNECTICUT, September 11. 7th Annual Train Show sponsored by the Harwinton Westside Volunteer Fire Department at Harwinton Consolidated School, Route 118, 10am-3pm. Admission $3.50, family $7. Information: Philip A. Lent, 123 McGuiness Street, Torrington, CT 06790-3223; 860/489-8961.

ROCHESTER, NEW YORK, September 12. Rochester Model Railroad Club Railroadiana Meet, Train Show & Flea Market at Eastman Kodak Recreation Center, 200 Ridge Road West, 9am-3pm. Admission $3, kids $1. Information: Jeff Hands, 68 Wilbur Street, Rochester, NY 14611; 716/328-6999.

WINSLOW, NEW JERSEY, September 12. Great Winslow Junction Scale Train & Railroadiana Meet at the Winslow Fire Hall, Hall & Hay Streets, 10am-3pm. Admission $3, kids under 12 free with adult. Information: Bill Powell, 306 Broad Street, Williamstown, NJ 08094; 609/728-1327 until 9pm.

THE ENGINEER'S SEAT

by THOMAS D. DRESSLER

The 1212 and a '38 Nash

FOLLOWING AN EVENTFUL evening of visiting several of the "dens of iniquity" in the Pike County area of southern Ohio, three erstwhile gentlemen, two from Chillicothe and one from Portsmouth, were involved in a rather bizarre, near-tragic rail/highway accident while riding in a 1938 Nash.

The June 10, 1953, night was typical of the area, with a heavy fog laying close to the ground cutting visibility measurably. While attempting to negotiate the wig-wag signal-protected highway grade crossing of the double-tracked main line of the Scioto Division of the Norfolk & Western Railway at milepost N-630.5 — known locally as the Old Cemetery Crossing (see sidebar), which intersected the N&W tracks at a 30-degree angle — the driver of the Nash became disoriented. The men were cruising in a southerly direction on U.S. Route 23 at approximately 3:30 a.m., when the driver, in his besotted condition, failed to note the highway did not in fact go down the middle of the N&W's westbound right-of-way. Under the direction of the inebriated perpetrator, the black 1938 Nash four-door sedan made a right turn at the

tracks and headed due south. After leaving the smooth pavement, the automobile bounced along the cross ties of the immaculately maintained, award-winning N&W track for about 175 feet, then became entangled on the track structure and quickly stalled.

While the two occupants of the front seat considered their plight, westbound (north by geographical direction) time freight No.85, at that time the premier westbound manifest train on the entire N&W system, consisting of beautiful Class A 2-6-6-4 steam locomotive No.1212 (Roanoke class of February 1943), an auxiliary water tender, 79 cars of mixed time freight and a caboose, was fast approaching, having left Portsmouth only 40 minutes earlier. Hearing the sharp bark from the 1212's stack as she topped the short grade at Sargents, the men in the front seat jumped out, only then to realize their companion was asleep(?) in the back seat.

A few seconds before the 1212 struck the automobile, the gentleman was pulled to safety. However, during the life-saving actions of his impaired drinking partners, his head was bumped on the door jam just under the left cheek. Needless to say, in his "bombed" condition, he was unable to hear the impending bomb blast when the Nash was hit on its way to the Great Scrap Yard in the sky! With the whistle screaming a warning, the 1212 impaled the Nash. It was one of the few instances where the smooth pilot did not deflect an object, and up the track they went, the 1212 and the '38 Nash, with car parts and ballast flying in all directions. The automobile was struck in the left front driver's door, leaving a deep V-shaped cavity, following the exact shape of the smooth pilot of the engine, exposing the interior of the Nash. Had the two front seat occupants not extracted themselves, and their sleeping back seat buddy, all would surely have been killed.

Due to the heavy fog, engineer Ebert Bruce of Columbus, Ohio, could not see the automobile until just a few seconds before striking it. He then applied the air brakes in emergency but before braking action had time to take effect, the Nash was struck. With the Nash still on the front of the engine, the emergency brake application began to take effect and the train was quickly coming to a stop when the facing point west crossover switch at Teays Junction was reached. The auto then fouled the switch points, in turn forcing the "gauge" side rail of the westbound track out of line, causing the 1212 to turn over on her left side. (In track terminology, in double track territory, the "gauge" rail would be the inside rail towards the six-foot area between the main lines. The field rail would be the outside rail, towards the "field").

The coal tender, with head brakeman Jay Lane riding in the cupola on the upper rear deck, also turned over, as did the auxiliary water tender. Clearly shown in the photos, the engine, main tender and auxiliary water tender did not uncouple. However, the first 13 cars in the train did in fact pile up behind and against the auxiliary tender. Four of these cars contained ammonia, and one was violently ripped open, allowing the dangerous contents to escape onto the ground and into the atmosphere. As the engine rolled over, engineer Bruce was hurled against fireman Albert J. Kingry, also of Columbus. Both men were thrown out of the locomotive cab by the impact and fell clear of the wreckage.

Fireman Kingry had just recently returned

Great Vintage Videos from Herron Rail!

Lower Prices - Same High Quality!

NEW AND IN STOCK! ORDER NOW!

NIAGARA'S LAST STAND

NYC'S TOLEDO DIVISION EAST

Donald J. Krofta's classic 16mm film of NYC Railroading 1953-1960. Last steam on the Norwalk Branch, B&O's Cincinnatian at Toledo, Steam at Fremont & Lindsey. Diesels too, with 1st Generation power by EMD, Alco, FM and Baldwin. 1 hour, narrated, NYC sounds!

item 036 **$39.95**

New Video: War-005 **On the Old MILWAUKEE ROAD**

Tracing the history of The Milwaukee Road with narration by Jim Scribbins!

RARE FILM FOOTAGE OF HIAWATHAS, BI-POLARS and other electrics plus Diesels!

Produced by Bill Warrick Written by Jim Neubauer

54 Minutes Color and B&W Original music written for this video! $39.95

THE GLORY MACHINES Coast to Coast Vintage Railroading

Item		Description	Price
001	Vol.1	31 railroads late 1930's-1950's mostly color	39.95
002	Vol.2	26 railroads east and midwest 1950's	39.95
003	Vol.3	Chicago-Milwaukee area late 1930's rare color	39.95
004	Vol.4	St. Louis , Tucson (SP steam) all color 1940's	39.95
005	Vol.5	Kansas City, St. Louis, South + La & Tx logging	39.95
006		**RELFECTIONS OF AMERICAN RAILROADING** B&O, NYC, PRR, L&N, MONON, SR,traction, more	39.95
		POCAHONTAS GLORY NORFOLK & WESTERN 1950'S	
007	Vol.1	Portsmouth, Columbus, Kenova, Abingdon	39.95
008	Vol.2	Roanoke, Blue Ridge	39.95
009	Vol.3	Shenandoah Valley Line All steam	39.95
010	Vol.4	Coal trains-West Virginia to Norfolk. All steam	39.95
011	Vol.5	Passenger service on main line + Norton branch	39.95
011.5	Vol.6	Steam freights Norfolk - Bluefield + VGN	39.95
		PENNSYLVANIA GLORY PENNSYLVANIA RAILROAD	
012	Vol.1	1950's LIRR, NY&LB, Elizabeth, Enola Yard	39.95
013	Vol.2	1950's Enola to Horseshoe Curve, Columbus	39.95
014	Vol.3	1930's-1950's Buffalo, Altoona, Chicago, more	39.95
		Steam & Diesel on the PRR From 16mm film by D. J. Krofta	
032	Vol.1	Altoona, Horsehoe Curve, more 1950's-'60's	39.95
033	Vol. 2	Columbus - Sandusky J1's ATSF 2-10-4's, more	39.95
		NEW YORK CENTRAL 1920's - 1960's	
015		REFLECTIONS OF THE NYC 1920's-1960's very rare	39.95
028		Steam & Diesel on NYC Vol.1 Steam in Ohio 1956	39.95
029		Steam & Diesel on NYC Vol.2 Continues from Vol. 1	39.95
030		Steam & Diesel on NYC Vol.3 Diesels replace steam	39.95
		NEW ENGLAND RAILROADING 1940's-1950's	
017		MOUNTAIN DIVISION Crawford Notch MEC steam+B&M	39.95
019		B&M in 4 SEASONS Vol.1 Boston area steam, diesel	39.95
020		B&M in 4 SEASONS Vol.2 Continues from Vol. 1	39.95

ADD $4.00 P&H for 1 Tape, $1.00 for each additional tape
Florida & Pennsylvania residents add 6.5% sales tax

Phone orders (Visa, MC):

VISA **1 (800) 783-3886** MasterCard

Mail Checks or Money Orders to
2016 N. Village Ave.
Tampa, FL 33612
WEB ADDRESS: http//www.herronrail.com

HERRON RAIL VIDEO

Books and Videos at Great Prices!

New Books

ALTAMONT PRESS RAILROAD TIMETABLES	
Kansas City Timetable No. 1	$13.00
FOUR WAYS WEST PUBLICATIONS	
1998 BNSF Motive Power Annual *(due July)*	$35.95
1998 UP Motive Power Annual *(due August)*	$35.95
Burlington Route Color Pictorial - Vol 2	$35.95
Cotton Belt Color Pictorial	$35.95
Great Northern Pictorial - Vol 5	$52.95
Northern Pacific Color Pictorial - Vol 3	$35.95
Southern Pacific in Transition	$35.95
GREAT NORTHERN PACIFIC PUBNS	
BNSF 1998 Annual	$31.95
BNSF 1998-1999 Motive Power Review	$31.95
BN Locomotives 1970-1996	$39.95
McMILLAN PUBLICATIONS	
Remembering Santa Fe/Olmsted	$39.95
MORNING SUN BOOKS	
C&NW Official Color Photography	$39.95
Great Northern Steam & Electric	$39.95
Milw Road Color Guide to Frt & Pass Eq-V1.	$35.95
Pacific Electric in Color-Vol 2 *(due Sep)*	$39.95
Pennsylvania Trolleys-Vol 3	$39.95
PRR-Standard RR of the World-Vol 1	$39.95
Trackside: Boston & Maine *(due Sep)*	$39.95
Trackside: Erie Railroad	$35.95
Trackside: Lackawanna Railroad	$39.95
Trackside: New Haven	$35.95
Trackside: Rio Grande	$39.95
Trackside: Santa Fe	$39 95
Trackside: Union Pacific	$35.95
UP Official Color Photography-Vol 2 *(Aug)*	$39.95
PAIRED RAIL RAILROAD PUBLICATIONS	
The Santa Fe Diesel - Vol 1 (1935-1960)	$45.50
The Santa Fe Diesel - Vol 2 (1960-1995)	$47.95
PENTREX	
Done Honest & True	$24.75
From the Cab	$12.95
RAILROAD PRESS	
Chessie System Cumberland Action	$31.95
RPC PUBLICATIONS	
Passenger Car Library-Vol 1 CB&Q Budd cars	$35.95
SIGNATURE PRESS	
American Car and Foundry Company	$54.95
The Santa Fe Route: RR's of Arizona-Vol 4	$52.95
STEAM POWERED VIDEO RAILROAD ATLASES	
Northeast [revised and updated]	$22.00
Southeast USA (SC, GA and FL)	$22.00
TLC PUBLISHING	
Atlantic Coast Line Passenger Service *(Aug)*	$21.95
Chessie System Diesel Locomotives *(due Jul)*	$31.95
Seaboard Air Line Railway	$25.95
T. LEE PUBLICATIONS	
Rock Island Westward - Vol 2	$49.95
WITHERS PUBLISHING	
Kansas City Southern in Deramus Era	$39.50
Norfolk Southern Loco Directory 1998-99	$12.95
Sherman Hill in the Diesel Era (UP)	$39.50
Union Pacific Locomotive Directory-1999	$16.95

New Videos

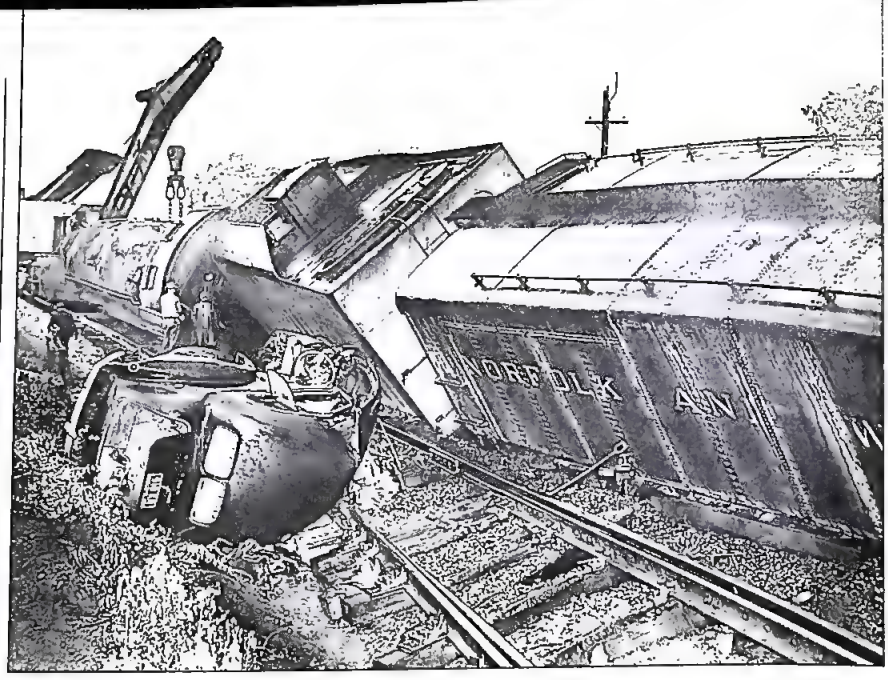
BIG E PRODUCTIONS	
Thunder on the Seligman Sub (BNSF)(2-tapes)	$39.95
Trains of Tehachapi 1999	$33.95
CHARLES SMILEY PRESENTS	
Western Pacific-The Last Decade	$23.95
GREEN FROG PRODUCTIONS	
CSX-Vol 10 Augusta to Spartanburg	$23.95
CSX-Vol 11 Greenwood to Atlanta	$23.95
Norfolk Southern-Vol 2 Tennessee Division	$23.95
GREG SCHOLL VIDEO	
Northern Pacific-Farewell to Steam	$16.95
HIGHBALL PRODUCTIONS	
Buffalo & Pittsburgh	$23.95
C420 (Apache-Arkansas & Missouri)	$19.50
Change in the Tehachapi's-BNSF's Mojave Sub	$28.50
Mojave Magic (BNSF Needles Sub)	$28.50
Winter in the Wasatch	$28.50
Winter on the Wisconsin Central	$19.50
HERRON RAIL VIDEO	
Niagara's Last Stand	call
On the old Milwaukee Road	call
MIDWEST VIDEO	
Best of Santa Fe - Vols 1 and 2, each	$17.00
Best of Southern Pacific - Vols 1 and 2, each	$17.00
PENTREX	
Above Southern California Rails	$16.95
Best of the Midwest - Vols 1 and 2, each	$16.95
Black Diamonds Through the Dunes (BNSF)	$23.95
Kansas City Rails	$16.95
Royal Gorge/Trouble at Troublesome	$9.95
Sacramento Steam '99 (limited special offer)	$23.50
Working on the Railroad	$23.95
PLETS EXPRESS	
Alcos and the Minnesota Commercial	$31.95
SUNDAY RIVER PRODUCTIONS	
North Coast Limited Across the Rockies	call
TRAINS MAGAZINE	
On Location - Colorado's Joint Line	$22.95

Postage & Handling

United States: $4.75 per order (no charge for US orders over $125 when shipped at one time to a single address.)
Canada and International: $6.00 for first item; $2.00 for each additional item when shipped to a single address
US and Canadian Credit Card Orders: (800) 344-1106
Information: (303) 456-4564 • Fax: (303) 456-2049
Email: FP45@AOL.com

McMILLAN PUBLICATIONS, INC.
9968 West 70th Place
Arvada, Colorado 80004-1622

Colorado Residents add 7.50% Sales Tax
US and Canadian customers call (303) 456-4564 or write for a free book and video list



to work after having been injured in another derailment involving another Class A, No. 1228 (Roanoke class of March, 1944) less than a mile from this location on October 16, 1951. In that derailment, Kingry was fireman on an eastbound train out of Columbus, which had stopped at the Detroit, Toledo & Ironton interchange at Glen Jean (Waverly, Ohio), four miles west, to pick up cars. (The DT&I interchange was located at Glen Jean instead of Ironton to allow eastbound interchanged cars to be classified at the N&W's Portsmouth Yards. Had the cars been moved on to Ironton, they would have had to have been "backhauled" to Portsmouth for switching. Additionally, in later years, high-level box and auto rack cars could not pass through the low, natural rock Royersville Tunnel on the DT&I line at Pedro, Ohio, located between Jackson and Ironton.) After making the pickup and proceeding east toward Portsmouth, the locomotive and several cars derailed while rounding a left hand curve at the Ohio Route 124 crossing at Piketon. A rubber-tired highway crane had just moved over the crossing when one of its wheels fouled the field side rail of the eastbound track, pulling the outside rail out of gauge. The crane operator managed to get the crane off the tracks, but had no time to flag down the eastbound train, which turned over to the right upon passing over the errant section of track. The engine landed in a hog pen with the cab almost buried in the deep pool of pure hog slop!

In the engine cab with engineer Joseph

Two photos: Norfolk & Western/Thomas D. Dressler collection

A BLACK 1938 NASH four-door sedan with a deep V-shaped "dent" in its left side from the smooth pilot of Class A No. 1212, will never run again (**top**). Luckily the "happy" occupants were not in the automobile when struck by the fast-moving steam locomotive. Modelers should note this rare view shows the tops of the main and auxiliary water tenders. With the Pike County, Ohio, fairgrounds grandstand in the background, wreck crews prepare to clean up the accident caused by the "Good Time Joes" who attempted to rearrange N&W tracks at Teays Junction (**above**). Mangled ammonia tank cars are among the wreckage.

Old Cemetery Crossing

The cemetery located at this particular rail/highway crossing has quite a history of its own; the burial ground is named Mound Cemetery and is the location of a steep mound approximately 30 feet high and 100 feet in diameter at its base, built by the Hopewell Indians. The Hopewell Nation made up a significant portion of the "mound builders" of the Stone Age, who inhabited the area from about 200 B.C. to A.D. 500. The Great Serpent Mound, in the shape of a large, 1350-foot-long coiled snake about to swallow a large egg, measuring over five feet high in places, is the one of the most famous remaining prehistoric Indian effigy mounds of this ancient civilization, and is only a hefty stone's throw from the N&W Cincinnati line near Peebles, Ohio. The Hopewell Tribe was known for its artistry and practice of constructing earthen mounds over their dead to protect and honor them. They also fashioned ornaments from materials foreign to what would later be known as the Ohio area, indicating a form of commerce was practiced between early cultures.

Other local examples of the Hopewell tradition are the Hopewell Culture National Historical Park, three miles northwest of Chillicothe, which preserves 23 historical burial mounds that lie within a low embankment and the large horseshoe-shaped knoll in Mound Park in the Hilltop area of Portsmouth. Hopetown, an old station location at Milepost N-659 on the N&W's Columbus District just north of Chillicothe, was named for the Hopewell Indians.

Fout were Kingry and head brakeman Abe Lane, brother to Jay Lane involved in the 1212 wreck. The engineer was not badly injured, but fireman Kingry received a badly broken leg and many scratches and bruises. Brakie Lane also sustained several broken ribs. Many years later, while discussing the accident with this writer, then-conductor Lane raised his shirt and displayed the marks in the middle of his back received from striking the latching portion of the overhead, suspended, "Grapevine" throttle as the engine overturned.

Sandhouse tales 40 years later relate that all three men were covered with pig poop and quite unpleasant to be near. And not to let the scuttlebutt die, word still has it that some of the hogs were "barbequed" by escaping steam, and workers had plenty to eat while cleaning up the mess. The N&W supplied buns, condiments and coffee to complete the feast.

But back to our 1212 story. Shortly after the derailment, fireman Kingry could not be found and, in all of the confusion, it was feared he was under the wreckage. Later he was found in downtown Waverly, about four miles away, in a dazed condition. He was treated at a doctor's office in Waverly, taken to Chillicothe General Hospital for X-rays, then moved to Mount Carmel hospital in Columbus.

Engineer Bruce did not appear to be injured at the scene of the derailment, but did complain

SPECIAL AUCTION ANNOUNCEMENT:

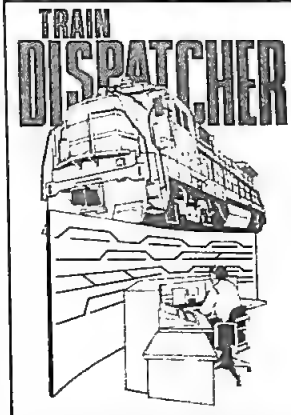
THE RAILROAD AUCTION CO. PROUDLY ANNOUNCES A MAIL ONLY AUCTION TO CONCLUDE ON SUNDAY, OCT. 3, 1999.

THIS DIVERSIFIED AUCTION WILL INCLUDE OVER 750 QUALITY LOTS FROM THE ESTATES OF BOB LANNON, CLARK SPITZER, RON HERTEL AND OTHERS. ALSO MORE RARE TIMETABLES FROM THE FRANKLIN GARRETT COLLECTION, RARE RR & EXPRESS LANTERNS, MANY RARE EARLY PASSES, RARE WAX SEALERS, RARE SWITCH KEYS & BRASS BAGGAGE TAGS, CHINA, BOOKS AND OTHER INTERESTING ITEMS.

SEND $10. ($25. FOR EXPRESS MAIL DELIVERY) FOR CATALOG CONTAINING OVER 350 PHOTOS. CATALOG MAILED EARLY SEPTEMBER. CATALOG PRICE INCLUDES PRICES REALIZED (MAILED MONTH AFTER AUCTION). SEND TO:

MAIL BID ONLY

Railroad Auction, 377 Ashford Avenue, Dobbs Ferry, New York 10522
Information: (914) 693-5858



Now, there are over 130 track territories you can simulate with

Train Dispatcher 2

Download the free demo version of **Train Dispatcher 2** from our web site at **http://www.signalcc.com** to sample the joys and frustrations of maneuvering high speed passenger trains around slow moving freights in a frantic attempt to keep them on schedule.

Train Dispatcher 2 comes with the following 5 track territories to provide you with a wide variety of challenging traffic control scenarios:

NEC Washington DC to Philadelphia, PA
NEC New Haven, CT to Boston, MA
Australia (New South Wales) North Coast
SP Eugene to Crescent Lake, OR
SP Eugene to Portland, OR

Additional track territories can be purchased for $5 each (see below), and a library of over 70 territories contributed by our **Track Builder** customers can be downloaded for free from our web page or purchased on a diskette for only $5. More are being added every month.

With **Track Builder** you have the added flexibility of designing your own track territories and train schedules or changing the territories in our libraries. You will be surprised by how easy it is to design even complex territories with our track drawing tools.

List of Track Territories for Sale

B&M Concord to Manchester, NH
BNSF Galveston to Temple, TX
BNSF Harve to Whitefish, MT
BNSF Portland, OR to Seattle, WA
CN Biggar to Watrous, SK
CN Blue River, BC to Jasper, AB
CN Edmonton, AB to Biggar, SK
CN Jasper to Edmonton, AB
CN Watrous to Melville, SK
CNW Clinton, IA to Provisio Yard, IL
CR Altoona to Harrisburg, PA
CR Buffalo to Binghamton, NY
CR Chicago, IL to Elkhart, IN
CR Fairview, PA to Bayview, NY
CR Horseshoe Curve near Altoona, PA
CR Pittsburgh East
CR Syracuse to Amsterdam, NY
CR Syracuse to Buffalo, NY
CSX Detroit to Grand rapids, MI
CSX Elkhorn City, Ky to Spartanburg, SC
CSX RF&P Washington, DC to Rocky Mount, NC
CSX Rocky Mount, NC to Charleston, SC
Elgin Joliet Eastern Entire Railroad
Long Island Railroad Jamaica, NY East (morning)
Metrolink Valley and Venturla Subdivisions
NS Detroit, MI to Kansas City, MO
Northeast Corridor New York, NY to Trenton, NJ
SP Bakerfield to West Colton, CA
SP Colton to Indio, CA
SP Tucson, AZ to El Paso, TX
SP Yuma to Tucson, AZ
UP Chicago, IL to Poplar Bluff, MO
UP Council Bluffs, IA to Grand Island, NE
UP Dallas, TX to Texarkana, AR
UP Dextor, MO to East St. Louis, IL
UP Dotsero, CO to Denver, CO
UP Forth Worth to Spring Junction, TX
UP Gibbon Jct., NE to Kansas City, KS
UP Kansas City to St. Louis, MO
UP Laramie to Egbert, WY
UP Little Rock, AR to Memphis, TN
UP Little Rock to Texarkana, AR
UP North Platte to Grand Island, NE
WP Alazon, NV to Salt Lake City, UT
WP Oakland to Oroville, CA
WP Oroville to Portola, CA
WP Portola,CA to Weso, NV
France Suburban area around Versailles
Germany(DB) Kornwestheim (Stuttgart)
New Zealand Tranz Rail Plimerton to Wanganui
United Kingdom CLC Cester Route
United Kingdom London to Yorkshire
United Kingdom Trent Signalling Centre
United Kingdom Warrington Control Centre

For Windows 3.1 & Windows 95
Comes on a 3.5 inch diskette

Train Dispatcher 2	$44.95
Track Builder 2	$64.95
Additional territories (each)	$5.00
Customer Contributed Territory Disk	$5.00
Shipping (US)	$4.00
Shipping (non US)	$6.00

Add $2.00 for each additional item (multiple territory orders are considered to be one item)
PA residents add 7% sales tax

***SIGNAL* Computer Consultants**

P.O. Box 18445, Pittsburgh, PA 15236
Tel 888 872-4612 (toll free) or 412 655-1884
Fax 412 655-1893 E-mail signal@usaor.net
Web Page http://www.signalcc.com
Mastercard/Visa/Discover/Checks
US & Canadian Postal Money Orders accepted
There is a $19 minimum for credit card orders
Dealer and Store Inquiries Welcomed

EAST END
B&O's "Neck of the Bottle"
by Jeffrey R. Hollis & Charles S. Roberts
Harpers Ferry to Cumberland 1842-1992. Hard, 224 pgs, 355 illus. (45 color), 8½ × 11", $50.00, 4.00 devy, 2.50 MD Tax. BARNARD, ROBERTS & CO., P.O. Box 7344, Balto. MD 21227. (410) 247-2242. VISA/MC. Also at serious dealers.

"Appraisals Available"
ANTIQUE AND COLLECTABLE RAILROAD / TRAIN ARTIFACTS
Jim Snook, P.C. • 912-683-3207
A PIECE OR TWO
ADEL ANTIQUE MALL, I-75 EXIT #9
ADEL, GA (35 MI. NO. OF GA/FLA STATE LINE)
MAILING ADDRESS:
176 RIVERWIND TRAIL, MEIGS, GA 31765

MOBILE GAIN
ANTENNA
Tuned to Railroad Band
as reviewed in Railfan & Railroad
- Increased range
- 5/8 wave, 3db gain
- Tuned for optimum Sensitivity, 160-161 Mhz.
- Heavy-duty magnetic mount - other options

$62 PLUS $6 SHIPPING
Specify scanner type
Railcom 901-755-1514
Box 38881, Germantown, TN 38183

Carl Loucks
...SELLING RAILROAD TIMETABLES
P.O. Box 484, North Haven, CT 06473

PUBLIC TIMETABLE SPECIAL:
The history of your favorite road told in timetables. Three system timetables, one from the 1940s, one from the 1950s, and one from the 1960s. Choose from ATSF, ACL, B&M, B&O, CB&Q, C&EI, C&NW, C&O, CV, D&RGW, D&H, DL&W, ERIE, GN, IC, L&N, LV, MILW, MKT, MP, NH, NP, NYC, N&W, PRR, SLSF, SOU, UP, WAB, WP.

Each set, three timetables $25
Any five sets of three TT's each, 15 Timetables $100

EMPLOYEE TIMETABLES:
ATSF - System 1992
BNSF - Gulf Division 1997
BNSF - Yellowstone Division 1997
Boston & Maine-System 1966
Chicago & North Western-System 1985
CN - Western Canada Area 1993
CSX - Detroit Division 1996
CSX - Jacksonville Division 1996
Conrail - Philadelphia Division 1996
Denver & Rio Grande - System 1980
Milwaukee Road - System 1982
NS - Kentucky Division 1996
NS - Pocahontas Division 1992
SOO Line - System 1989
Penn Central - Northern Reg. 1968
Union Pacific - System 1989

Each ETT $20.00
Any Five for $70.00

VISA/MC/AX
NEW CATALOGUE ISSUED MONTHLY.
SENT WITH EACH ORDER OR SASE.

of being nauseated. He was allowed to go home but then became seriously ill due to inhalation of ammonia fumes, and joined fireman Kingry in the Columbus Hospital. Head brakeman Jay Lane, and the conductor and flagman, who were riding in the caboose of No. 85, were not injured, but were shaken up due to the sudden stop at the time of derailment. All men except Kingry returned to work shortly after the derailment.

While the wreck train and crews were being assembled at Portsmouth and Columbus, passenger train No.33, the Portsmouth-to-Columbus section of the *Pocahontas,* with seven cars, due out of Portsmouth at 5:00 a.m., was allowed to depart the terminal but was stopped at Sargents, Ohio, five miles east of the derailment. The locomotive, streamlined Class K-2a No.134, a rebuilt and streamlined USRA Heavy 4-8-2, delivered from the Baldwin Locomotive Works in May 1923, was cut off the train. Moving to the accident site, No.134 pulled the rear end of No.85 back to the Sargents middle track to allow work crews access to the derailment.

After the 134 was recoupled to No.33, the train was detoured over the east leg of the wye at Teays junction, then up the three-mile Teays Branch of the N&W to tracks of Kolewski Yard at the Goodyear atomic energy plant, then on to the four-mile Teays Industrial Extension of the Chesapeake & Ohio and to the eastbound C&O Northern main line. Due to the track arrangement, a trailing point switch at the C&O main line junction, No.33 was backed seven miles to Greggs, then transferred to the tracks of the Detroit, Toledo & Ironton for three miles to Glen Jean and finally back to N&W rails for the remainder of the run to Columbus. Several other N&W trains were detoured in this manner until the 1212 was righted and the main lines were opened.

About 400 feet of track was torn out by the derailment, with both the east and west-bound main lines blocked. Ohio highway patrolmen from the Waverly outpost were on the scene in moments to direct highway traffic in the area, and to keep curious onlookers at a safe distance from the ammonia fumes. Meanwhile, the fire department from the nearby atomic energy plant arrived on the scene and hosed down the area to dissolve the spilled ammonia. Also, members of the Portsmouth Fire Department brought gas masks to the scene for use by the workers to protect them until the ammonia fumes were dissipated.

While crews worked diligently to re-track the 1212, its tender and auxiliary water tender, as well as the 13 wrecked freight cars, the three occupants of the '38 Nash were being given time in the Pike County jail in Waverly to contemplate their sins and devious ways. After several hours in the lovely, almost home-comfortable confines of their place of incarceration, the three revelers appeared in Pike County Municipal court, at which time the driver was fined $10.00 for reckless operation of a motor vehicle and the front seat passenger was relieved of $10.00 for public intoxication. The third member of the party who was "asleep" in the back seat was released with no fine, as the judge felt he was at least "trying to sleep it off" at the time of the accident. And he really looked pretty pitiful when he appeared before the magistrate, what with a black eye and a large bump as the result of his head being hit during the rescue effort. None of the Nash's occupants had a dime of liability insurance and, in fact, the 20 bucks for the fines was the exact total amount of cash-on-hand of the two who were so assessed. The Law Department of the N&W, after due consideration of the facts, felt it useless to take legal action against the three drinking partners as it would be a totally futile waste of resources.

The '38 Nash was consigned to a nearby automobile junk yard.

The 1212 was moved to the huge N&W backshops at Portsmouth. Repairs were soon made and she remained in service until her career was ended in October 1958.

However, a careful study of Scioto Division accident records from January 1, 1942, the date from which such records are available, until its scrap date, Class A No. 1212 was involved in 24 accidents on the Scioto alone, including incidents from turning over at Piketon to striking automobiles and side-swiping freight cars. One can honestly say the 1212 was one of the most accident-prone locomotives on the N&W, at least during her time on the Scioto!

Oh yes, fireman Kingry — what became of him? He said to heck with railroading, and quit a few days after being released from the Columbus hospital and pursued other employment, probably remembering the old adage "third time is a charm" — he figured he had lived through two major derailments when the locomotive on which he was firing turned over, and was scared of what might happen if he ever climbed up into the cab of another N&W 1200. Can't really say that I blame him, can you?

Colorado Railroad Museum
The Railroad Book Source
CALL US FIRST ! 800-365-6263

Best Selection of Railroad Books
We stock over 1000 titles from throughout the country, hundreds of videos, calendars and gifts available.
FAST PERSONAL SERVICE!

Biggest & Best RR Book Catalog $2.00
(refundable with first purchase)

Members receive discounts!
Call for information, and charge to your credit card, today!

Purchase from us and help to preserve railroad heritage!

Colorado Railroad Museum
P.O. Box 10, Golden, CO 80402-0010
800-365-6263 / 303-279-4591 / fax 303-279-4229

We'd Like You To Meet ...

Wayne Kuchinsky

The co-authors of the Midland Railway piece are contributing to R&R for the first time. Wayne has written a brief bio about each of them: Wayne has authored 20 articles for various fan publications. A native of Rockford, Illinois, he now resides in Overland Park, Kansas, with his wife, Susan. They have been married 33 years (she loves to ride trains). He has been employed for 18 years at Yellow Freight System in various capacities.

Involved in railroad preservation with several groups for over 25 years, Wayne is a past president and honorary member of the Midland Railway Historical Association. One of his favorite pastimes is working on the track gang on the Midland. He enjoys visiting other preservation groups to view the results of their labors. The Illinois Central literally ran through the backyard of his childhood home, and a Milwaukee Road spur ran in front of the house. Not coincidentally, the IC and the Milwaukee are his favorite railroads. He celebrated when IC recently reclaimed the Iowa Division (Chicago Central).

Carl Graves

Carl grew up in Oklahoma, where he received his B.A. in history at Central State. After earning his Masters at the University of Kansas, he received his Ph.D. in history from Harvard. His dissertation subject was the shop workers of the Santa Fe. Carl teaches history and debate at Pembroke Hill School in Kansas City, Missouri. He and his son, Eric, live in Lawrence, Kansas.

Carl is a frequent contributor of articles and photographs to railroad publications, and is an avid photographer and enjoys long railfan trips during the summer vacation. He's particularly fond of the Western U.S., especially Colorado. You'll usually find him trackside during his free time.

RAILROAD VIDEO PRODUCTIONS

281 WILLOW DELL LANE, LEOLA, PA 17540

1-800-258-4546

THE VIDEOS BELOW ARE ALL SHOT FROM THE ENGINE CAB - FULL COLOR & SOUND

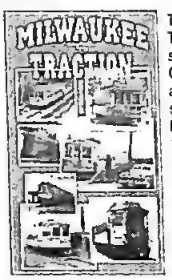
Philadelphia to Harrisburg, PA....Tape No.. 4A
Harrisburg to Huntingdon, PA....4B
Huntingdon to Johnstown, PA....4C
Johnstown to Pittsburgh, PA....4D
Harrisburg to Philadelphia, PA....5
South Amboy, NJ to New York City....7
New Haven, CT to Providence, RI....9A
Providence, RI to Boston, MA....9B
New Haven, CT to Springfield, MA....10B
Bay Head Jct. to Matawan, NJ....11
Raritan to Newark, NJ....12
Washington, D.C. to Philadelphia, PA....13
Philadelphia to Penn Station, NY....14
New York City to New Haven, CT....15
Denver to Grand Junction, CO .(4 Parts)....17A,B,C,D
Sparks, NV to Oakland, CA..(4 Parts)....18A,B,C,D
White Fish to Havre, MT .(2 Parts)....19A,B
Chicago, IL to Valparaiso, IN....20A
Fort Wayne to Valparaiso, IN....20B
Pittsburg to Sutersville, PA....20-3
Sutersville to Indian Creek, PA....20-4
Indian Creek to Rockwood, PA....20-5
Rockwood to Hyndman, PA....20-6
Hyndman to Stuart Tunnel....20-7
Stuart Tunnel to Martinsburg, WV....20-8
Martinsburg to Dickerson, MD....20-9
Dickerson to Washington, DC....20-10
Toledo, OH to Detroit, MI....21A
Detroit to Jackson, MI....21B
Jackson to Kalamazoo, MI....21C
Chicago, IL to Michigan City, IN....21-4
Michigan City to Kalamazoo, MI....21-5
Albany to Croton-Harmon, NY....22A
Croton-Harmon to Grand Central Terminal, NY....22B
Albany, NY to Pittsfield, MA....23A
Pittsfield to Springfield, MA....23B
Springfield to Worcester, MA....23C
Worcester to Boston, MA....23D
Enola, PA to Shocks Mills Bridge....24A
Shocks Mills Bridge to Holtwood, PA....24B
Holtwood to Port Deposit, PA....24C
Port Deposit, PA to Amtrak "OAK" interlocking....24D
Chicago to Miller, In....25A
Miller to Michigan City, IN....25B
Michigan City to South Bend, IN....25C
Atlanta, GA to Meridian, MS..(6 Parts)..30-1-2-3-4-5-6
Franklin , MA to South Station plus Highlights....36
North Station to Fitchburg, MA....37
Rockport, MA to North Station....38
Attleboro, MA to So. Sta. & Lowell to No. Sta....39
Ipswich, MA to No. Sta. & Stoughton to So. Sta....40
No Sta. to Haverhill, MA & Framingham to So. Sta..41
Richmond to Alexandria, VA..(4 Parts)....48-1-2-3-4
Atlantic City to Atco, NJ....53A
Atco, NJ to 30th Street Station, Philadelphia....53B
Hoboken to Gladstone, NJ....58
Hoboken to Dover, NJ....59
Hoboken, NJ to Suffern, NY..(Bergen County Line)..60
Hoboken, NJ to Suffern, NY..(Erie Main Line)....61
Hoboken, NJ to Spring Valley, NY....62
Suffren to Campbell Hall, NY....63A
Campbell Hall to Port Jervis, NY....63B
Hoboken to Montclair, NJ....67
Hoboken to Netcong, NJ....68
Chicago Union Station to Aurora, IL....72
Elwyn to Wayne Junction, PA....73
Wayne Junction (Phila.) to West Trenton, NJ....74
30th Street Station, Philadelphia to Norristown, PA..75
Lindenwold, NJ to Philadelphia, PA....71
69th Street Phila. to Norristown....46
Media Sharon Hill Line to 69th Street....50
Groton, CT to Gardner, MA 4 parts)....81-1-2-3-4
Providence, RI to Worcester, MA....82
Jamaica to Speonk, NY....85
Babylon to Patchogue & return....86
Pt. Jeff. to Hunt. & Jamaica to L.I. City....89
Long Beach to Los Angeles, CA....91
Greenport to Ronkonkoma, NY....102
Ronkonkoma to Jamaica, NY....103
Jamaica to Speonk (via Main Line)....104
Speonk to Montauk, NY....105
Anchorage to Fairbanks, AK (7 parts) 95-1-2-3-4-5-6-7
Meadows Yard to Dover, NJ....94
Jamaica to Oyster Bay, NY....111
Penn Sta. to Cold Spr. Harbor, NY....112
Cold Sp Harbor to Pt. Jefferson, NY....113
New London to Willimantic, CT....119
Willimantic, CT to Palmer, MA....120
Brattleboro, VT to Walpole, NH....122
Palmer, MA to Brattleboro, VT....123
St. Albans to Northfield, VT....124
Northfield to Hartford, VT....125
Walpole, NH to Hartford, VT....126
Penn Sta. NY to South Amboy, NJ (GG-1)(B&W)....131

ALL TAPES STILL PRICED AT $21.95 EACH

NO SHIPPING OR HANDLING CHARGE TO U.S. & CANADA

PA RESIDENTS PLEASE ADD 6% PA SALES TAX (7% PHILA.)

NEW RELEASES



Tape No.146 "Milwaukee Traction" Features electric service to and from Chicago between 1930 and 1958. Lots of great shots with "Big Band" background music.
1 Hour-Color-B&W-Music

Tape No.147 "Norfolk Southern Hot Shots" Features non-stop NS action in the snow during January 1996 at many locations in Kentucky & Tennessee.
1Hour-Color-Sound-Narration

Tape No.148 "Conrail Hot Shots in Michigan & Ohio" Features non-stop Conrail trackside action at many locations in Michigan & Ohio..
1 Hour-Color-Sound

PLUS

Tape No.127 "Palmer Mass. Hot Shots"....1 Hour-Color-Sound
Tape No.128 "Tracking A Thoroughbred" C&O 614....1 Hour.-Color-Sound
Tape No.129 "CSX Hot Shots"....1 Hour-Color-Sound
Tape No.130 "Springfield Mass.Hot Shots"....1 Hour-Color-Sound
Tape No.132 "P.R.R. Power Volume Six"....1 Hour-Color-B&W-Sound
Tape No.133 "New England Central Hot Shots"....1 Hour-Color-Sound
Tape No.134 "Norfolk & Western Vintage Movies"....1 Hour-Color-Sound
Tape No.135 "Pennsylvania Traction"....1 Hour-Color-B&W-Sound
Tape No.138 "Conrail Hot Shots in NY"....1 Hour- Color-Sound
Tape No.139 "NY City Elevated"....1 Hour-Color-Music
Tape No.140 "N.Y.Central R.R.Scrapbook"....1 Hour-Color-B&W-Music
Tape No.141 "D&H,NYS&W,NH,EL Scrapbook"....1 Hour-Color-Music
Tape No.142 "Chicago Trolleys"....1 Hour-Color-Music
Tape No.143 "Conrail Winter Blues"....1 Hour-Color-Sound
Tape No.144 "Conrail Autumn Blues"....1 Hour-Color-Sound
Tape No.145 "Chicago Elevated & Other Electrics"....1 Hour-Color-Music

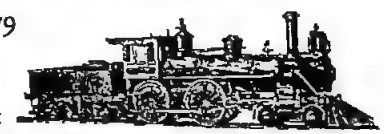
CALL OR WRITE FOR OUR FREE CATALOG LISTING
OVER 200 RAILROAD AND TRACTION VIDEOS
VISA, MASTER CARD & DISCOVER CARDS ACCEPTED

New in the *Railroads in America* series

The Saint Paul & Pacific Railroad

An Empire in the Making, 1862–1879

Augustus J. Veenendaal, Jr.



"A fascinating history."—H. Roger Grant

Founded in 1862 to connect St. Paul and Minneapolis with outlying towns, this pioneering carrier exemplified the struggles and triumphs of early railroading. When J. J. Hill took it over in 1879, the Saint Paul & Pacific became the nucleus for the future mighty Great Northern Railway. Enhanced by rare photographs and maps, this story of rails and steam is a study in American perseverance at its best.

260 pages, 65 illustrations $49.95

The North Western

A History of the Chicago & North Western Railway System

H. Roger Grant

303 pages, illustrated $49.95

The Louisiana & Arkansas Railway

The Story of a Regional Line

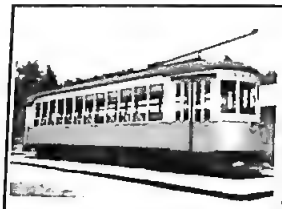
James R. Fair

176 pages, illustrated $47.95

Northern Illinois University Press 815-753-1075 fax 815-753-1845 www.niu.edu/univ_press

PASSENGER CARS
Large quantity of ex-LIRR commuter coaches now being retired from service. Airconditioned/ heated. Up to 123 seats in 2-3 seating, some with toilets. 650 v.d.c. OR on board diesel generator with 208 v.a.c. $15,000 to $20,000 each. Call Ken Bitten (717)235-3457 or e-mail ncry@nfdc.net.

B&O POWER
Steam, Diesel & Electric
1829-1964
• 8½ x 11
• 352 pages
• 700 photos
$50.00 plus 3.00 post.
Send SASE for mailer
A. STAUFER, 2244 REMSEN, MEDINA, OH 44256



TROLLEY TAPE VOL. 2
Relive the vintage days of trolleys and interurbans. See cars from Brill, St. Louis Car Co., Pittsburgh Car Co., Third Ave. Railway, Waggonfabik Witzer. Peter Witt and PCC cars, closed and open summer cars, single and double truck cars and some of the most interesting trolley museums in America. 60 minutes..... $39.95
NY STATE RES. ADD 8.25% STATE TAX.
ADD $3.00 PER ORDER SHIPPING
HI-IRON RAILROAD VIDEOS
PO BOX 155, MASPETH, NY 11378
http:/www.hi-iron.com • send sase for catalog

UNION PACIFIC
- 1998/1999 Motive Power Annual -
by David Curlee
Featuring: New Power and Rebuilt Locomotive Review *by Sean Graham-White*; "Z's Along the Truckee" (over the Sierras) *by Bruce Blackadar*; UP's Fuel Tenders *by Mark Heinz*; Rosters, Maps and much more. Title changed to 1998/1999 to more appropriately feature the timeframe presented. Ready Sept. 1999! Pre-publication $40 + 4 s/h.

Burlington Northern Santa Fe
1998/99 Motive Power Annual
by Bill Shippen & Joe Shine
Ready Now! 160 pages in full Color! $49.95 post paid!

Other New Books - Now Available
GN Vol. 5 - $65 / SP in Transition - $49.95
Cotton Belt Color Pictorial - $49.95
Burlington Route Color Pictorial - $49.95
NP Volume 3 + C&O Volume 1 - $49.95 each

Four Ways West Publications
P O Box 1734
La Mirada, CA 90637

For Credit Card Ordering = Fax 714/521-5664
Include MC or Visa + Card No. & Exp. Date

Photos: Jerry [illegible] Roanoke Chapter NRHS

Above and below: Crews work at Grafton to remove grafitti and prepare the cars for excursion service.

Roanoke NRHS Chapter's Passenger Cars Vandalized

IN PREPARATION for our upcoming season of excursion train operation on the new West Virginia Central line between Belington, West Virginia, and Elkins, the National Railway Historical Society Roanoke Chapter's dedicated mechanical committee has been hard at work getting our equipment prepared for service. It has been a long, difficult road to get this equipment ready.

After much negotiation and effort (and pre-paying), Norfolk Southern picked up the cars on May 7th. The cars moved over NS well, arriving at the interchange with CSX in Hagerstown, Maryland, on Sunday the 9th. Unfortunately, the cars would sit at Hagerstown, apparently parked next to a housing project, until Thursday afternoon. Some time on Wednesday, grafitti vandals decided that our nice, clean train was a perfect canvas for spray painting their barely legible messages. Each of the six cars was hit, some quite extensively. In addition, the vandals decided that there may have been something of value in the cars and kicked in the door of dinette-dormitory No.1148. Luckily, they either were scared away, or just decided that nothing was there, and they did no apparent interior damage.

The Chapter was informed of the incident by Bill Knode of the Hagerstown Roundhouse Museum, since that was who the Hagerstown police contacted. We are lucky that he called the Chapter, since no one from either NS or CSX made any attempt to contact us regarding the police report. A flurry of phone calls to CSX finally got the cars moving from the "combat zone" and on their way to Cumberland, then down to Grafton, West Virginia. (Even this was no easy task as the railroads are seldom overly cooperative regarding passenger car movements, even though we fully pay for them each and every time.)

The weekend of May 15th, a mechanical crew made their way to Grafton to inspect the cars and attempt to remove the grafitti. On arrival and inspection, we also discovered that, somewhere along the way, a train crew seemingly violated the rule of coupling at under four miles per hour, as coach No.1827 showed evidence of being hit hard! Inside the car, etched, curved glass around the former smoking lounge — which had been in place since the car was built some 52 years ago — had been cracked; under the car, the diesel generator set had been shifted and damaged within its cage. It was clear that this car bore the brunt of the impact. It was a scary sense of deja vu to an incident, in 1994, when sister coach 1829 was fatally damaged at Lynchburg.

With a great deal of effort, along with the assistance of several folks from Belington, our mechanical crew managed to remove all the grafitti before the cars left Grafton. Eventually, the cars were polished and cleaned again at Belington before the excursion service began. It appears, however, that the generator on the 1827 is a total loss, with the overall damages from the vandalism and the rough coupling estimated at a minimum of $20,000 — *KEN MILLER, VICE PRESIDENT & HISTORIAN, ROANOKE CHAPTER NRHS.*

VIDEOS

East of Toronto

Canadian National: Autumn on the York and Kingston Subdivisions, from G. Train Productions, 17 Maple Street, St. Catharines, Ontario L2R 2A6, Canada, 800/667-3510; 90 minutes. U.S. orders: US$29.95 plus US$4.00 shipping. Canadian orders: C$49.95 plus $5.50 shipping.

It's been quite a while since I was east of Toronto, and a lot has changed in the freight and passenger train arena. There is much widecab power to be sure, powering some traditional trains, but more often piggyback and double-stack consists. Passenger trains take the form of various VIA configurations (heritage, "modern," and low-slung LRC) as well as colorful Toronto-area GO bi-level commuter train consists. The tape takes us on a tour of the two subdivisions from west to east, from MacMillan Yard to Pickering Junction, and from Pickering Junction to Kingston. From a slow start at the west-end's flat and hump yards and the engine terminal, we move to such places as the Bala Sub, Doncaster, Pickering, Newtonville and so forth. The frequency of traffic appears immense, and generally all high speed. We generally stay in one spot for a while to see a variety of action. In so doing, we see a Canadian Pacific/Canadian National over-under location, several river bridges, a good number of sweeping curve set-ups, and of course the ubiquitous "wedge" shot in the unremarkable surroundings which are so typical in this generally flat area north of Lake Ontario.

As for video technique, the tape employs non-Betacam equipment, little panning and no zooming that I can recall. Camera angles range from quite fine to "why are we looking telephoto through the weeds at this?" The narration, appearing now and again rather than continuously, spells out such things as motive power configurations, train origins and destinations and other useful details (train names and numbers, etc.). A nice touch is noting which locations are particularly good and readily accessible without hassles from whomever. A nice tape to watch before you contemplate a railfan trip to the area, or if you just want to see what's up east of Toronto — *Tom Kelcec.*

Railfanning is:

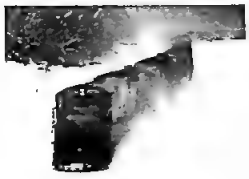
Thanks to Norfolk Southern's renumbering of Conrail units, once again hearing the dispatcher tell PRR 5409 to hold at "Day" for a meet with PRR 2908.

KEVIN BURKHOLDER

HIGHBALL PRODUCTIONS
THE NEXT BEST THING TO BEING THERE!

A SALUTE TO CONRAIL
A fond farewell to Big Blue. Exciting snow scenes on Charlton Hill, the OCS and 'MAC's at Stateline, C30's and '80 MAC's on Washington Hill, Iona Island and Bear Mountain on the River Line, action around Selkirk, Fairport, North East, Silver Creek, Erie, Cresson, Gallitzin, Conpit and Berea. All new footage, most specially shot in 1998. **90 minutes ASTC $29.95 plus $3.50 S&H**

WINTER ON THE B&A
Conrail in the snow on the old Boston & Albany during the severe winter of 1992-3. A two foot blizzard on Washington Hill, the Lake Shore and a freight headlight to headlight, with a stalled snow blower on the passing track on Charlton Hill and lots more. This tape got excellent reviews in "Trains" and "Railfan" ("Real-time and competent coverage, often dramatic imagery") **TWO HOURS WOBA $29.95 plus $3.50 S&H**

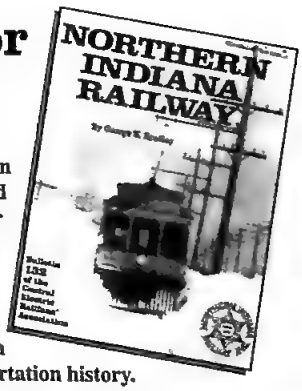


CONRAIL'S CHICAGO LINE
VOL. 1 BUFFALO to SYRACUSE CCL1 $29.95 plus $3.50 S&H
VOL. 2 ALBANY to SYRACUSE CCL2 $29.95 plus $3.50 S&H
VOL. 3 BUFFALO to BEREA CCL3 $29.95 plus $3.50 S&H
The Chicago Line in 3 volumes, all the favorite locations and lots more. Just about everything Conrail owns, plus run-through power. Loads of action. 2 hours each.

CONRAIL'S RIVER LINE
The River Line down the highly scenic Hudson Valley from Selkirk to northern New Jersey. All the scenic locations, Iona Island, Bear Mountain, Kingston, Stoney Point and lots more. **105 minutes CRRL $29.95 plus $3.50 S&H**

ORDER TODAY FROM HIGHBALL PRODUCTIONS
PO Box 90046, Tucson AZ 85752-0046 Toll Free 1-800-345-6985
See us on the web at www.traintapes.com
SPECIAL - Buy more than one Conrail tape and we pay the shipping!

Change here for Notre Dame!



Each fall during the 1930's football fans intent on watching the "Fighting Irish" of Notre Dame would arrive in South Bend by intercity train and transfer to the brightly colored streetcars of the Northern Indiana Railway. The Northern Indiana Railway's streetcar and interurban operations are now explained in the pages of CERA's newest bulletin - *Northern Indiana Railway* by George K. Bradley. This book is a "must have" for anyone interested in Indiana transportation history.

A New Book From CERA!

Order # B-132, 244-pages, hard cover, $55 postpaid. Illinois residents add $4.81 tax.

Central Electric Railfans' Association
P.O. Box 503, Chicago, IL 60690
Free book catalog available.

CERA

103 Years and Running

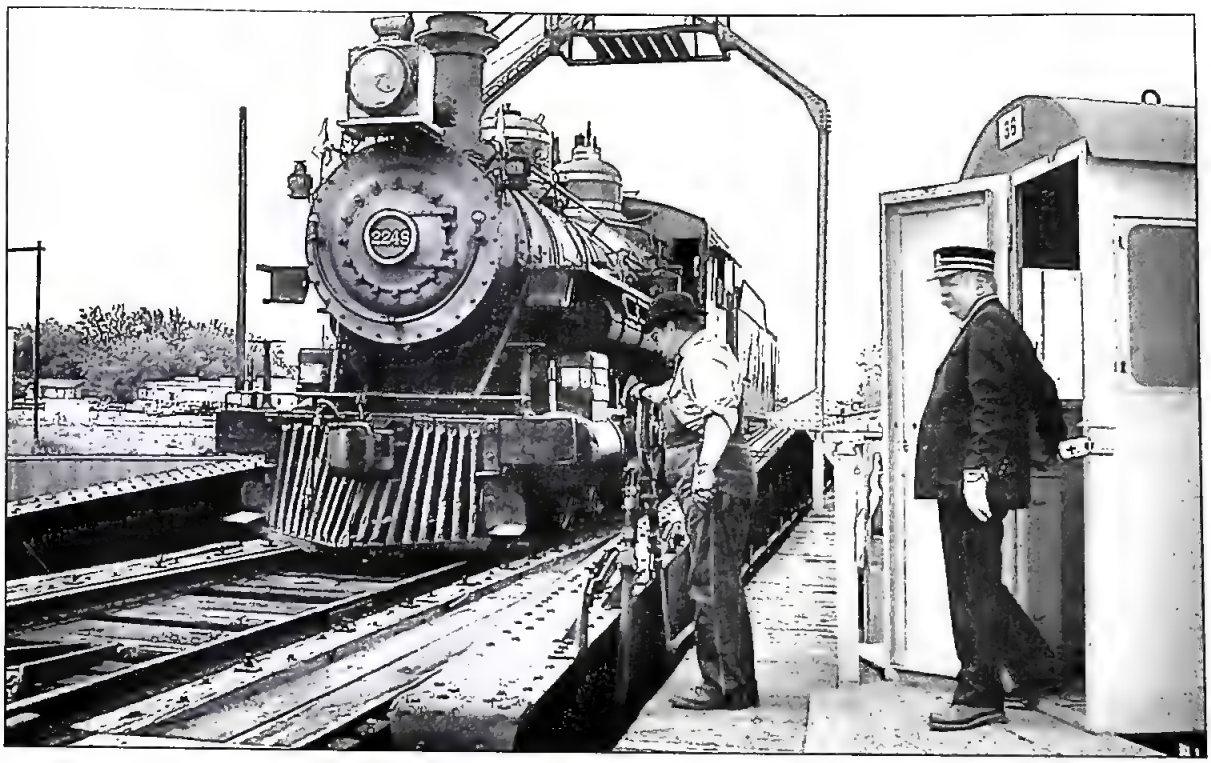
by Mike Del Vecchio

A **REMARKABLE** little locomotive shines the north Texas rails of the Fort Worth & Western short line almost daily. Tarantula Steam Train 4-6-0 No.2248 began life at the Cooke Locomotive Works in Paterson, New Jersey, during August 1896. Built as Southern Pacific 1829, it was renumbered by SP in 1901 to 2248. In 1999, 103 years after it was built, this 63-inch drivered Ten-Wheeler was still at work pulling passenger trains. The 2248 is possibly the oldest steam locomotive in regular service in the United States.

On April 10-11, 1999, the Fort Worth & Western permitted its steam team to host a first-ever Railfan Weekend. More than 400 people came to Fort Worth to watch this mechanical centenarian in full stride.

The Tarantula Steam Train normally operates on the 24 miles of track between the Fort Worth Stockyards National Historic District and the small town of Grapevine to the east. Some grade crossings along the regular route are marked with "Watch for Tarantulas" road signs (**inset, above**). For Railfan Weekend, the special train operated from the Stockyards through Grapevine to Carrollton on Saturday, and from the Stockyards south to Granbury on Sunday over the newly acquired tracks of the South Orient short line. Saturday evening featured a night photo session at the FW&W shop area north of the Stockyards.

PHOTOGRAPHY: MIKE DEL VECCHIO



The Railfan Weekend was the idea of the new manager of passenger operations Earl Knoob, who recently moved to the Tarantula operation from the Cumbres & Toltec Scenic. On the C&TS, Earl was known for reliable locomotives, and his distinctive derby.

Scenes from the numerous photo runbys include 2248 crossing the lengthy trestle over the Trinity River in Fort Worth (**right**) on Saturday morning, and a spirited scene later under sunny skies at Carrollton with the 2248 accelerating loudly with its heavy five-car train (**opposite, below**).

The Tarantula employees were first class, and made sure that they put on a terrific show for this most appreciative of crowds. Earl Knoob in his derby was standing with fireman and engineer Clem Harris during a newspaper interview at Belt Junction (**left**). Later, Knoob and trainman Dan Carey (**above**) were operating the newly installed former Santa Fe turntable in Grapevine, just north of DFW airport. In one of the many night scenes, Earl and Clem were inspecting the pony wheels by the light of a kerosene lantern (**opposite, top**).

Significant news was announced as the special trains were rolling. The Fort Worth & Western had just leased the Tarantula Steam Train to CoeRail of Michigan, an established dinner train operator in the Detroit area. CoeRail said that it plans to maintain the steam train, and that it wants to add a dinner train. Two F7s and some of the equipment from the *Iowa Star Clipper* dinner train were on the way to Fort Worth as this story was written. The new service will be known as the *Tarantula Dinner Train*, and the F-units are to be painted to match the maroon and cream coaches of the regular tourist train.

For now, the future of 2248 seems secure. When visiting the Fort Worth area, be sure to see and hear this visitor from 1896. Tell your friends you heard it through Grapevine.

RAILNEWS

Shared Assets Areas Keep The Conrail Name Alive

JUNE 1, 1999, MARKED THE END of Conrail's operations as an independent railroad — but not the complete end of the name, as a press release explaining the "shared assets areas" of Michigan, Pennsylvania and New Jersey pointed out, citing the new Conrail's role as "providing customers along its remaining lines with access to CSX and NS, and, through them, to the nation's rail network." The new Conrail is broken up into three districts: North Jersey, South Jersey and Detroit. The North Jersey District includes nearly 200 miles of track in the terminal areas leading to Oak Island Yard in Newark, plus yards in Greenville, Linden, Manville, Metuchen, Port Reading and others. Conrail also provides local service on Amtrak's Northeast Corridor in this area. In the South Jersey District, Conrail retains about 250 miles of railroad, centered mostly around Pavonia Yard in Camden, New Jersey, and also including other area yards, and provides local service on most area lines south of Trenton, the Amtrak Northeast Corridor and around Philadelphia. The Detroit District is centered around the automobile industry in Detroit, and includes 90 miles of trackage connecting Trenton, Detroit, Dearborn, Sterling Heights and Carleton, all in Michigan. The new Conrail remains headquartered in Philadelphia.

As for the rest of the system, the transition to Norfolk Southern and CSX operation was not without its problems. Significant congestion and delays were reported throughout the first few weeks of the takeover, with most reports indicating a larger degree of trouble on Norfolk Southern than on CSX. NS's problems began at "Day One," with balky computer system cutovers over Memorial Day weekend. By late June, congestion appeared to be easing somewhat on both railroads, though, as one spokesman pointed out, "It is too early to draw long term conclusions about how we will perform."

Amtrak Updates

AMTRAK'S NEW OKLAHOMA SERVICE (see last month's R&R for more) got off to a rousing start when thousands of Oklahoma and North Texas residents along the Oklahoma City-Fort Worth route turned out to greet the inaugural run on June 14th. Ceremonies were held at Fort Worth and Oklahoma City, with local bands and other celebrations at stops along the route. Dignitaries on hand included Oklahoma Governor Frank Keating, Senator Don Nickles, Oklahoma Transportation Secretary Neal McCaleb, Amtrak Intercity President Lee Bullock and Amtrak Chairman (and Wisconsin Governor) Tommy Thompson. Nickles, who helped obtain funding for the service, said, "It's great news for Oklahoma to have Amtrak service coming back to the state after a 20-year absence. I hope this inaugural trip will mark the beginning of a long and successful Amtrak presence in Oklahoma." The new train, named the *Heartland Flyer* in a contest among the state's school children (and sponsored by Senator Nickles' office via his website), began regular daily service on June 15th.

Amtrak also recently announced an agreement with Motorola to introduce a state-of-the-art, fully automated on-board fare collection system. The new system is expected to be up and running in time for the institution of Acela service later this year. As part of the $24 million contract, Motorola will provide Amtrak with "Hand Held Devices" (HHD's), which conductors will use to read ticket bar codes, process credit cards for on-board sales and issue receipts and seat checks using belt-mounted printers. The information captured by the HHD's will transmitted to an on-board computer where, at selected station stops, the data will be transmitted to Station Information Computers, and then linked to Amtrak's Arrow reservation system. The railroad says the new system will give them more accurate and timely ridership and revenue data, and help improve management of seat inventory, all of which is expected to generate an additional $7 million in revenue per year.

New York & Atlantic To Operate Brooklyn Rail Yard

NEW YORK CITY MAYOR RUDOLPH GUILIANI'S recent decision to reactivate the dormant, 33-acre rail yard in Bay Ridge, Brooklyn, is good news for the New York & Atlantic, the operator of freight service over Long Island Rail Road trackage. The NY&A will operate the yard, located at 65th Street along the Brooklyn waterfront, primarily for the transloading of bulk commodities. The railroad has several customers lined up to use the new service, says president Fred Krebs, and many others with the potential to use it. The yard, inactive for some 20 years, serves as the western terminus of the Bay Ridge Line, and is near the interchange point with carfloat operator New York Regional Rail (the former Cross Harbor). Clean-up of the site began immediately, with four tracks available for transloading. The new service is being promoted to all of the line's interchange partners: CSX and Canadian Pacific (via Fresh Pond Jct.), and Norfolk Southern (via NYRR).

Krebs also reports record-breaking traffic levels for the carrier this spring. In March, the NY&A had more than 1000 cars of interchange traffic for the first time ever, with higher numbers in April and May. Though NY&A has only held the Long Island freight contract for a little over two years, Krebs says that it had been more than five years since the LIRR had mustered up freight traffic of more than 1000 cars a month. In other NY&A news, the railroad has repainted two of the four GP38-2s it leases from the LIRR. The 268 and 270 are now in the NY&A green-and-white scheme (the other two units, 271 and 260, will follow).

BNSF Seeks Improved Marketing/Operations Alignments

FOUR NEW MARKETING GROUPS have been formed at Burlington Northern Santa Fe Corporation's Burlington Northern & Santa Fe Railway. Reporting to recently appointed executive vice president and chief marketing officer Chuck Schultz, will be the heads of the following new marketing groups: Agricultural Products, Coal, Consumer Products and Industrial Products. The Agricultural Products group will include all grain commodities and bulk food products. The Coal group will handle only that commodity. Consumer Products is to include intermodal, automotive, perishable food and other food and beverage products. Industrial products covers chemicals, minerals, metals, forest products, machinery and waste. BNSF's marketing had been split into Business Units, a structure which will remain in place, but the business units will be broken down differently, in order to give customers a more "user-friendly" customer service environment, according to Schultz.

Another goal of Schultz's plan is to improve the working relationship between marketing and operations. Several operations/marketing boundary-spanning groups are being formed in order to reach those goals. The Business Unit Operations and Customer Service group will oversee facilities management, including intermodal and automotive hubs. Another group, the Service Design and Performance group, will be responsible for developing the transportation service plan, including monitoring and adjustment of train schedules.

Darrell T. Arndt

Richard Reiff

TRAINS AGAIN RUN through Colorado's Royal Gorge with the May 15, 1999, start of tourist service by the Canon City & Royal Gorge Railroad. With F-units and ex-VIA cars in the consist, the first run approaches the site of the former Gorge siding **(right)**. A specially modified "topless" car offers unrestricted views of the spectacular canyon walls **(above)**.

Dale Jones

RAILFAIR-BOUND are Union Pacific 4-8-4 No.844 and 4-6-6-4 No.3985 as they pause for servicing at the UP facility in Rawlins, Wyoming, on May 14, 1999, during their trek west to California. Dash8-40CW No.9390, at left in the photo, can only hope to have as long a life as its two "cousins." The October issue of RAILFAN & RAILROAD will include extensive coverage of all of the Railfair festivities.

Larry Stiles

THE AMTRAK/UNITED STATES POSTAL SERVICE "Celebrate the Century Express" continued its 18-month promotional tour of the U.S. with a mid-May stop in St. Louis. Seen at the city's old Union Station on May 17th, P42 No.100 shows off a "St. Louis" postmark. Among other things, the display and tour highlight the ties between the country's railroads and the U.S. Postal Service.

Scott Ridenhour

George Fletcher

Amtrak Excursions North and South

On May 1st, the Watagua Valley Chapter NRHS sponsored an Amtrak excursion on CSX's former Clinchfield line from Kingsport, Tennessee, to Sevier, North Carolina. The train, seen along the Toe River near Green Mountain, North Carolina, consisted of three P42s (No.'s 22, 74 and 88), ten Superliners and seven private cars (**left**). In a first ever move, an Amtrak train visited Thendara, New York, on the Adirondack Scenic. The excursion ran from Albany to Utica on Conrail, then over the Mohawk, Adirondack & Northern to Snow Jct. before reaching the newly restored Adirondack line. ADCR runs tourist trains from Utica to Thendara and is at work on restoring the line all the way to Lake Placid.

Jeff Brouse

Sunbury Line Reopens

With the June 1st official split-up of Conrail between CSX and Norfolk Southern, and the concurrent implementation of Canadian Pacific trackage rights over connecting NS trackage, CPR subsidiary St. Lawrence & Hudson (the former Delaware & Hudson) finally reopened its rehabilitated Sunbury Line (see July 1999 R&R for details). First train over the line was No.272, led by CPR SD40-2 5647, seen at South Danville, Pennsylvania, on June 1st. (**left**). Plans call for up to a dozen CPR trains a day to use the former Pennsylvania Railroad line between Scranton and Sunbury, Pennsylvania.

Pierre Ozorák

New Power, New Nose

The latest Union Pacific deliveries from the General Motors locomotive plant in London, Ontario, Canada, include SD90MAC-H's 8522 and 8523, which feature a few changes from previous deliveries. Among them is the new style GM nose, which allows several extra inches in height in the nose's cab access door, bringing it almost flush with the top of the nose (door is located to the left of headlight in photo). The spotless units were caught in London on delivery day, May 22, 1999.

Pere Marquette 1225 Steams Again

For the first time since 1991, the Michigan State Trust for Railroad Preservation ran Pere Marquette Berkshire 2-8-4 No.1225 on a public excursion, hauling a train from Owosso to Lake George, Michigan, and return, during the weekend of May 22-23, 1999. The excursion train originated in Durand, Michigan, with diesels handling the run from there to the 1225's home in Owosso. The return trip was caught at Ithaca on the 23rd. Since its 1991 use during the National Railway Historical Society convention, the engine has seen only occasional use on private trips for MSTRP members.

Mitch Goldman

Kyle Brehm

Montana's Operation Lifesaver Special

On May 19th, Montana Rail Link operated a special train for the Operation Lifesaver grade crossing safety program. The trip ran from the former Northern Pacific depot at Billings, Montana, to the BNSF connection at Jones Jct., near Huntley, Montana, and came during Operation Lifesaver's "blitz week" in the state. At left, the eastbound train is seen at East Billings, having just crossed the Yellowstone River. Passengers on board were local VIP's, who received a grade crossing safety presentation. The eastbound trip was led by MRL F45 No.391; BNSF Dash9-44CW No.4739 hauled the return. Consist included two MRL dome cars and a former baggage car in use as a training car. In cooperation with all of the state's railroads, the train remained spotted at Billings for public display during the week.

Kermit Geary, Jr.

The Acelas Arrive

Two variations of Amtrak's new high-speed equipment for its soon-to-be established Acela service have begun to arrive. First on the scene was HHP8 (high-horsepower electric locomotive) No.651, seen at Race Street Yard in Philadelphia, Pennsylvania, on May 10th (**above**). The unit, one of 15 on order, began in test service in late April. The HHP8's are slated to haul the longer trains. The other new equipment, the actual Acela trainsets, have also appeared in Philadelphia. The first of 20 sets, still under protective wrapping on May 29th (**right**), arrived the day before.

Frank Powell

Bradley McClelland

Pete Swanson

SATURDAY, MAY 29TH, SAW *GP38-2 No.8157 assigned to yard job YSMO-12 at Moraine, Ohio. While 8157 switches the General Motors plant there, sister Geep 8160 (both were bought new by Penn Central in 1973) has arrived from Columbus with train COMR-9 (**top**). At work at Frontier Yard in Buffalo, New York, on May 29th, a Conrail crewman goes about his business while, no doubt, contemplating the future (**above**).*

CONRAIL's Final Days

A Photographic Farewell

SOME 23 YEARS AGO, on April 1, 1976, an act of Congress created the Consolidated Rail Corporation — Conrail — with the express purpose of turning the chaos and bankruptcy of Northeastern railroading into order and profit. It took several years, several billion dollars of investment and several additional pieces of legislation, but, ultimately, Conrail succeeded. Perhaps too well: Just as Conrail was getting its house in order, the "bigger is better" mindset really took hold in U.S. industry — the railroad industry in particular, with major mergers (and near mergers) occurring at a dizzying pace. A lean, rebuilt, profitable Conrail was too attractive to pass up, and its fellow Eastern roads, Norfolk Southern and CSX, soon found themselves doing battle for Big Blue's hand. Ultimately though, instead of fighting to the death, raising the price higher than they already had, and risking the wrath of the Surface Transportation Board, the two roads took the path of least resistance (where federal intervention was concerned) and came up with a plan to carve up the coveted prize, each then gaining access to most of the lucrative markets served by Conrail.

And, so, on June 1, 1999, Conrail ceased to exist as an independent railroad. Yes, the name is still in use, with "Conrail" serving as the operator for the "Shared Assets Areas" in the busy Northern New Jersey, Pennsylvania/Southern New Jersey and Detroit areas, where both CSX and NS have access to numerous terminals and customers. But now you'll find CSX in Boston and NS in Harrisburg; CSX rolling along the Hudson River and NS rounding Horseshoe Curve. An era has passed. And while many still lament the loss of the Lehigh Valley, Jersey Central, Lehigh & Hudson River, Erie Lackawanna, Reading and even the Penn Central, there's a whole generation of fans who grew up with Conrail, and for them, the lowering of its "blue flag" cuts just as deeply as the loss of its predecessors did for older fans.

Herewith, we pay tribute to Conrail with a gallery of photographs from its final weekend: May 29-31, 1999. As our photographers illustrate, it was a fine show right to the end. — *GEORGE FLETCHER*

I PHOTO LINE

Conrail's Final Days: May 29-31, 1999

WITH A DASH8-40CW *and an SD60M for power, Harrisburg-bound TV-2H roars its intermodal loads east along Conrail's Fort Wayne Line in New Galilee, Pennsylvania, at 9:50 a.m. on May 29th (**right**). TV-263, with an already-renumbered "Ballast Express" C32-8 on the point, cools its heels while an extra section of eastbound BREL (Belt Railway of Chicago to Elkhart, Indiana), also sporting renumbered power, threads its way through Chicago's south side (**below**) on the actual "last day," May 31, 1999.*

David Leonard

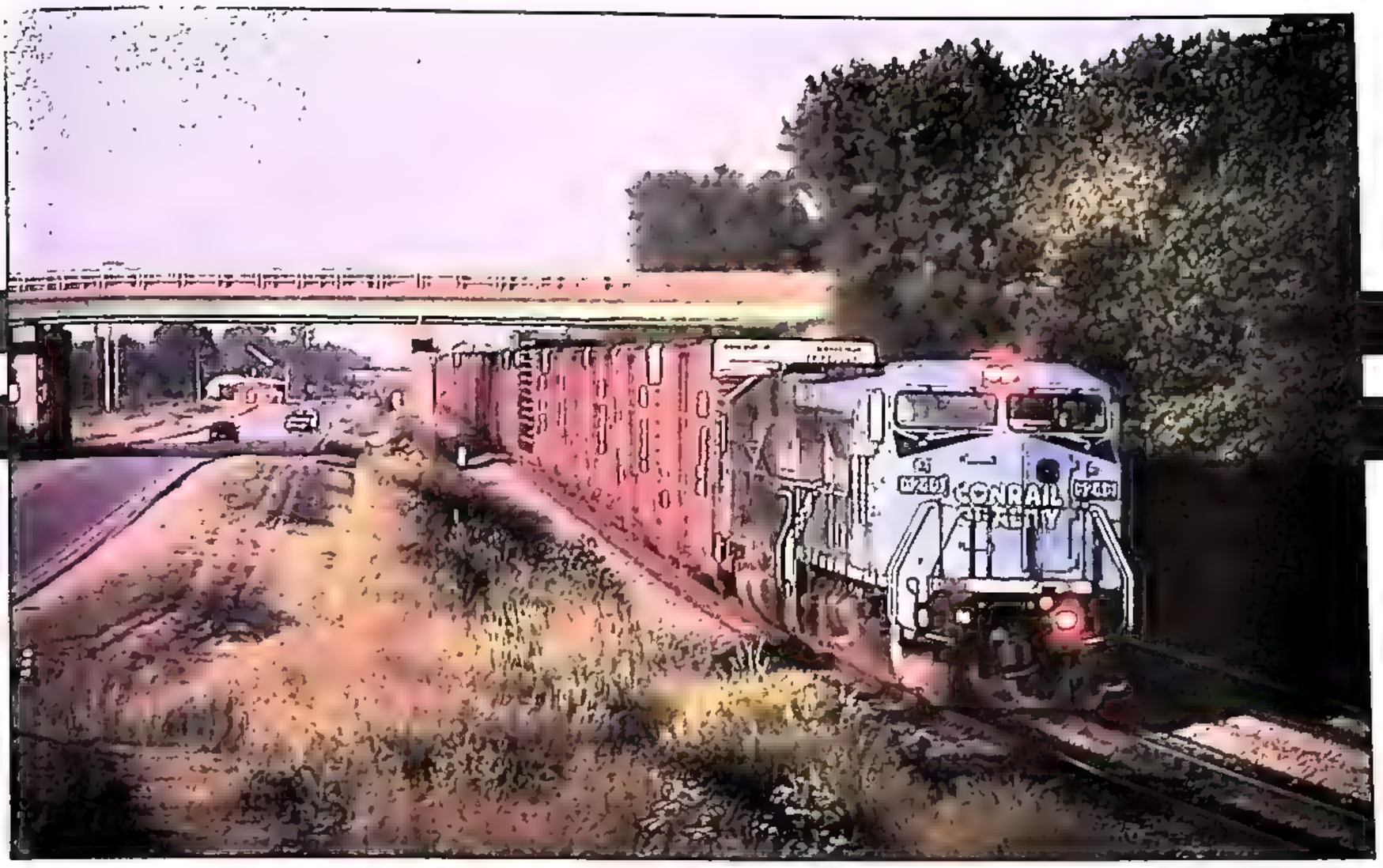
Harold A. Edmonson

Kurt R. Reisweber

Frank Powell

CONEMAUGH VIADUCT IS JUST ONE OF MANY *scenic highlights on Conrail's Pittsburgh Line. Westbound TV-3 rumbles across the stone arch structure at 9:40 a.m. on May 29th* ***(above)****. Another line known for scenic highlights is the River Line, the former New York Central West Shore along the Hudson River. On the morning of Sunday, May 30th, with the Bear Mountain Bridge in the background, a stack train crosses the trestle leading to Iona Island, New York* ***(below)****. Under catenary poles that give evidence to the line's Pennsylvania Railroad heritage, Conrail's final PICA (Pittsburgh, Pennsylvania-Camden, New Jersey) approaches the Delair Bridge at Viaduct on Monday, May 31st. In just a few minutes, the train will reach its destination of Pavonia Yard for the last time* ***(right)****.*

Dick Herbert



Brian Carlson

PHOTO LINE

Conrail's Final Days: May 29-31, 1999

Alex Mayes

Scott Snell

ON MAY 29th, THE FADING RAYS *of late afternoon sun light cast their glow on auto rack/auto parts train STBN at MP 142 on the St. Louis Line, just west of Effingham, Illinois* ***(top)****. The train originated in Sterling, Michigan, and will be handed off to the BNSF at Valley Park, Missouri. Near the end of track in Portland, Pennsylvania, Conrail SD70 2565 has just cut away from its train of coal loads for the former Pennsylvania Power & Light generating station on the morning of May 29th* ***(above)****. On May 31st, Allentown-to-Pittsburgh train ALPI emerges from the west portal of Gallitzin Tunnel with a renumbered C36-7 on the point* ***(left)****. One of the notable improvements made to this former Pennsy main line during the Conrail era was the project that increased clearances to allow double-stack operations through the Alleghenies.*

PHOTO LINE

Conrail's Final Days: May 29-31, 1999

CONRAIL'S SELDOM PHOTOGRAPHED *West Virginia Secondary, a former New York Central line, generated significant coal volume for the railroad. Dash 8-40CW No.6220 is in charge of 84 loaded hoppers at Belle, West Virginia, on May 31st (**right**). With four "classic cab" EMD units for power, hotshot train TVLA is seen at Teaneck, New Jersey, just minutes into its transcontinental run on May 29th (**bottom right**). The train will be handed off to BNSF in Chicago for forwarding to Los Angeles. A ballast extra rolls west on the Boston Line at the site of the old River Road overpass in Chatham, New York, with C30-7A No.6564 on the head end (**below**). The C30s, built in 1984, were longtime Boston Line regulars.*

John Joseph

George Povall

Frank Etzel

Ed Wolfe

THE BAILEY HELPERS *assist a loaded coal train out of Bailey Mine at the summit on the former Monongahela Railroad Manor Branch (**left**). In addition to their helper duties, the set, consisting of ex-Monongahela "Super 7" B23-7R's, are equipped with Pacesetter controls, and are often used in loading trains at Bailey Mine. At CP-VO in Voorheesville, New York, train SEEL (Selkirk, New York, to Elkhart, Indiana), led by SD80MAC No.4142, is just about to slam across the diamond crossing of the St. Lawrence & Hudson (former Delaware & Hudson) line to Albany (**below right**), on May 29th. The roar of Boston-bound TV-24 is drowned out by the roar of Genesee River Falls in downtown Rochester, New York on Sunday, May 30th, at 8:50 a.m. (**below left**).*

Matt Van Hattem

Doug Barron

Bob Gallegos

Aaron Keller

PHOTO LINE

Conrail's Final Days: May 29-31, 1999

Mike Hoppe

***A COILED STEEL UNIT TRAIN**, with SD60 No.6864 in charge, heads east under a signal bridge near Goshen, Indiana, on Saturday, May 30th (**top**). Eastbound through Utica Union Station on the Chicago Line in Utica, New York, on May 30th, an immaculate GP38-2 (of Penn Central heritage) leads a Norfolk Southern unit over trackage that was conveyed to CSX just days later (**above**). Rolling west through the "west park" cut at the Federal Street curve in Pittsburgh, Pennsylvania, on May 29th, train LAPI (from Lancaster, Pennsylvania) is nearing its Conway Yard endpoint (**left**).*

Mark Leppert

LUGGING AN EMPTY HOPPER TRAIN *up the steep grade on the former Pennsy main line at Bennington, Pennsylvania, on May 30, 1999, Conrail SD50 No.5406 — like the other units recently lettered "PRR" — is about to become the property of Norfolk Southern* ***(above)****. So, too, will Hughart Yard in Grand Rapids, Michigan. Renumbered GP38 5340 awaits its next assignment there as train ELGR arrives from Elkhart, Indiana, on May 29th* ***(right)****. The power for the last WPHA-21 local pulls past the depot in Harrington, Delaware, in the late evening hours on Sunday, May 30th* ***(below)****, wrapping up the Conrail era on the Delmarva Peninsula.*

Ken Nagel

Scott Harris

So You Think You Want To Run Your Own Railroad?

MIDLAND RAILWAY

It takes major efforts — both financially and physically — to get a tourist rail operation up and running, as the founders of the Midland Railway quickly discovered. Here's the story on the Baldwin City, Kansas-based operation, from humble beginnings in 1982, to expansion and ISTEA funding today.

By Wayne Kuchinsky & Carl Graves

BACK IN NOVEMBER 1982, six railroad enthusiasts conspired to buy a railroad. Each co-conspirator threw two dollars into the kitty, swelling the soon-to-be corporation's assets to twelve dollars. After sending a ten-dollar non-profit incorporation fee to the state, the treasury of the fledging group stood at a paltry two bucks. Sixteen years and a lot of sweat later, the group's roster of equipment has grown to ten locomotives (four are currently running), dozens of pieces of rolling stock and maintenance equipment and a debt-to-asset ratio that would make most for-profit corporations green with envy. The following vignettes are a few of the many stories that when woven together make the Midland Railway what it is today. When looking back at them through the telescope of time, some can appear humorous, but they also represent the dedication to a dream necessary to create a historic or tourist railroad.

The conventional wisdom of 1982 was that since all the good historic equipment was already taken or gone, there were virtually no opportunities to start an operation from scratch. But as Midland founder David Johnson, said, "we were too young, too stubborn and too ignorant to accept this." So this tiny group began to look for a railroad close enough to their Kansas City roots to acquire while they accumulated capital, equipment and railroad materials. Since K.C. was a major rail center, most of the lines near the city were main lines that the railroads were not about to hand over to a bunch of train nuts. There were a few branch line candidates, however, that met enough of the requirements to be viable as a historic railroad.

After sifting through about ten contenders and having a number of doors slammed in their face, two lines remained as possibilities. They were the Santa Fe's Baldwin Branch and an ex-Missouri Pacific line then owned by the Union Pacific. The Armour yellow giant from Omaha was happy to deal with Midland, but the line was not near enough to the Kansas City area market and had no station or structures on line. On the other hand, the Baldwin branch had a gem of a station in Baldwin City and a potential financial partner, the Santa Fe Trail Historical Society. Plus, this railroad real estate had all three things that are required — location, location, and location — as it was just 20 miles southwest of the southern fringe of the Kansas City metropolitan area. Now for the bad news — it was in the hands of the Santa Fe and there was another bidder for the property ahead of the Midland/Santa Fe Trail combination.

The other bidder's purchase attempt fizzled, but the big problem was Chico. The Santa Fe had been an earlier "door slammer" that had left a sour taste in the mouths of the Midland members. It was obvious that the AT&SF wanted no part of a bunch of rookies owning a railroad attached to their main line. Only after a letter from U.S. Department of Transportation Secretary Elizabeth Dole did the Santa Fe begin to negotiate seriously with the would-be purchasers. The property was offered at a net scrap value price of $90,000 with one big

s ing tied to the deal — the Santa Fe would have to be co-insured by the Midland for $5,000,000 a year for five years at a time when the maximum amount of insurance available was only $1,000,000. Surely this would rid the Santa Fe of those pesky rail aficionados! A friend of the Midland found some offshore reinsurers that would pick up the risk, but the price was steep. The premium was over $15,000 a year. The tiny group scrambled to come up with their half of the purchase price and all of the insurance premium. This was accomplished on May 15, 1987, and the Midland Railway became a legal entity. Once Midland became a reality, relations with the Santa Fe began a slow but steady improvement.

*MIDLAND'S ECLECTIC STABLE OF MOTIVE POWER includes former Rock Island E8 No.652, seen at the Baldwin City, Kansas, depot on May 24, 1998 **(opposite page)**. Also on the roster is Missouri-Kansas-Texas RS3M No. 142, seen pre-overhaul in January 1994 **(below)** and post-overhaul at County Line Road south of Baldwin City in May 1998 **(above)**.*

The railroad to Nowhere

So what did the Midland get for their $60,000? Not much! Just eleven miles of 125-year-old railroad that Mother Nature was rapidly reclaiming during its two years of inactivity. Trees were growing between the ties and the surrounding foliage had closed in at places so that it was impossible for anyone over five feet tall to walk down the tracks. To further complicate matters, the State of Kansas made the Midland go through the same chartering process as any other railroad, whether it be the Union Pacific or the Garden City Western. Two of the more onerous parts of the process required Midland to follow FRA regulations and file a tariff. In the end, though, the former would serve the Midland well when the FRA began to inspect tourist or historic railroads, as the Midland had already been following the rules for five years. The latter would lead to the creation of the mythical location of Nowhere, Kansas. Since there were no towns south of Baldwin City following the demise of the tiny burg of Norwood in 1938, a destination had to be put in the tariff (still on file with the State Corporation Commission). Because the railroad went no place, it was a "no-brainer" to create the town of Nowhere. As the ride was extended each year, the Kansas version of Camelot reappeared further south.

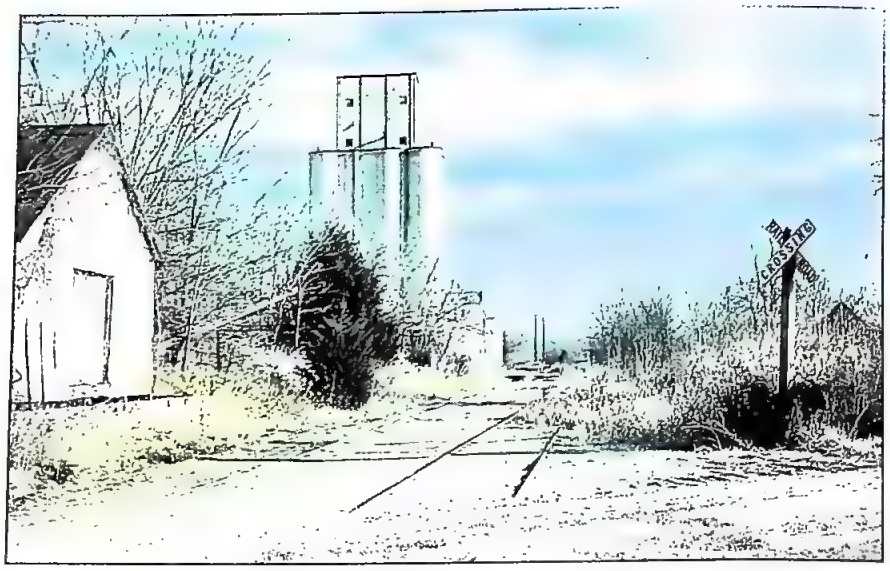
Of critical importance was the ticking of the clock toward the 1988 insurance payment. Operating by FRA rules meant that not only would the railroad have to be cleared enough for a train to operate from the Santa Fe connection at Ottawa Junction to Baldwin City, but the operating portion of the track would have to meet FRA Class One standards in order to operate a passenger train. (Class One trackage allows freight trains to operate at ten miles per hour and passenger trains at 15 m.p.h.). The pressure was on, since the next year's insurance payment would require the Midland to run in 1987 in order to accumulate enough money to pay the insurance piper. With its membership ranks only swelled to seven, it was a big job to not only restore the railroad to FRA Class One standards, but also get the rolling stock ready for operation. With most of their partner Santa Fe Trails group's members old enough to be grandparents of the Midland members, the seven railroaders would have to climb the operating Mount Everest on their own. But they had learned a lot in their more than four years of existence by salvaging 5.5 miles of government surplus rail lines and, more importantly, acquiring a massive amount of railroad material. Despite having to endure the hot Kansas summer full of humidity and insects, the tiny band of dedicated volunteers made a Herculean effort that raised 2.25 miles from Baldwin City to the first Nowhere sign up to FRA Class One standards. In less than three months, employing tools similar to those used in the original construction, the derelict line was resurrected into the Midland Railway.

The trains finally roll

August 1, 1987, was a red letter day in Midland history as the first train moved north from Ottawa Junction and two new members with the same last name, but not related, joined the group. Literally running out of the weeds to meet the train was Mike Pratt, an incredibly talented individual at everything from bridge building to welding. The other was Kenny Pratt, a retired Santa Fe engineer who had started his hoghead career on the

Baldwin Branch in 1942, who met the train when it arrived in Baldwin City. Kenny would be a mainstay as an engineer in Midland's early years, while Mike still displays his amazing potpourri of skills in every aspect of Midland's operation.

August 8th was the official opening day for Midland and the populace of Baldwin City put on quite a show, with a band from the local college, bunting fit for a presidential inauguration and the Governor of Kansas cutting the ribbon and riding the first run. The opening day would propel the short first season to a ridership of almost 9000, plenty to cover the following year's insurance payment and even pay a little of the $90,000 debt (the Santa Fe Trail's financial participation was only a loan). But there would be many bumps in the road to the 1999 Midland, which now features FRA Class Three trackage and a ride almost three times as long as the original 1987 journey. Although Class Three track allows passenger trains to safely run at speed of up to 60 m.p.h., the Midland keeps its speeds at a more leisurely and enjoyable 25 or so.



*IT WAS NO SMALL TASK RESTORING the Midland's trackage to operable condition. A 1987 view at Baldwin City illustrated the effort that would be required before trains could roll (**above**). Much of the work was done the old-fashioned way, with crews at work in April 1989 (**below**).*

Washouts and flashes

Railroad reality would rear its ugly head in the 1988 season. One of Murphy's Laws of Railroading is that Mother Nature will always find the weakest link to vent her fury. A heavy downpour during one of those famous Kansas thunderstorms would cut off the Midland from the rest of the railroad world. The resultant washout uncovered a section of railroad that showed evidence of many previous washouts. The arrival a few weeks later (albeit a year after they were promised) of the line's engineering maps from the Santa Fe confirmed the discovery. The washout did not affect operations, but the railroad's only power, ex-Chicago, Burlington & Quincy NW2 524, had almost simultaneously flashed a generator and was barely limping along. The connection to the outside world needed to be restored. Luckily, the railroad had a Rogers ballast hopper to help the process and a nearby quarry (which would be a significant player in later Midland history) to obtain ballast-sized rock. Ex-AT&SF 44-Tonner No.460 was rushed south to help fill in until 524 was repaired. The two ugly ducklings would be the only operating power until ex-Missouri-Kansas-Texas RS3M No.142 was purchased. The 142 would begin a parade of more attractive power leading Midland trains.

Dinner is served

Like many historic railroads, Midland got caught up in the rage of the '80s, the dinner train. The idea for the meals on steel wheels came during a ride several Midland members had taken on another dinner train. During the trip home, they hatched a plot to put together a similar operation. The plotters thought that it would be as easy as shooting fish in a barrel to start such a scheme, and within two month's time, the *Prairie Pioneer Dinner Train* became a reality. Using a blunt-ended observation car owned by two Midland members, an ex-Santa Fe baggage car as a kitchen car and a local caterer, the *Prairie Pioneer* was amazingly successful. But starting such an operation proved much easier than sustaining it. Although this shoestring operation brought in significant revenue for three years, the observation car's owners saw a better revenue generating opportunity in Branson, Missouri. With work underway to turn an ex-Illinois Central coach into a dining car, plans call for dinner trains to be operating again by the beginning of the 2000 season.

The dinner train was a book-end to a story that illustrates another of Murphy's Laws of Railroading. If a rail is going to break, it will snap in the middle of a grade crossing. The rail expired during the last excursion run on a hot August Sunday in 1991 at a grade crossing covered by a thick coat of asphalt. In addition to the following weekend's operation, there was a full dinner train scheduled for Friday. This was in the era before Midland owned its current maintenance arsenal of a back hoe, bulldozer, cat track loader, tamper, ballast regulator and spikers. By using some rented excavating equipment, the volunteers soon discovered the cause of the broken rail — the road crossing had laid buried for over 60 years and the rail had corroded to a ghost of its former strength. A furious effort by a dozen members for four evenings rebuilt the crossing from scratch, and Friday evening's dinner train patrons rolled over the newly constructed roadbed totally unaware of the sweaty toil that had made their journey possible. In a further application of Murphy's Railroad Law, a city water main broke under the same grade crossing a short time later, causing considerable damage to the newly asphalted road surface.

Luckily, when one source of income for the group would dry up, another would appear. One of the more interesting ones began on the Midland in 1990. Rich Kleinkauf, a Midland member and Boy Scout leader, brought his Boy Scout troop to camp on the line. Kleinkauf's idea and enthusiasm germinated into Midland's unique scouting merit program that has

grown to a point where it has allowed more than 5000 Boy Scouts to earn railroad merit badges. For their participation fee, the young men learn about railroad history and safety, get a train ride, camp overnight on the railroad and get hands-on experience in track maintenance. A more recent development is the use of bunk cars instead of tents. The Norwood "Hilton" has become a popular luxury lodging option for scout troops. One of the favorite track tasks assigned is the replacement of crossties. Although Midland has mechanized track equipment, the scouts get to do it in a "historic" manner, like the gandy dancers. In addition to adding a significant amount to the treasury, the junior roadmasters have inserted almost 1000 ties. Where else can you find young men, who normally avoid chores like the plague, waiting a year to pay for the privilege of working hard and riding a "troop train" without being drafted?

We can handle it?

Since it inception, the Midland members have traveled hundreds of miles in all directions to acquire equipment of every description. The group has moved dozens of pieces of rolling stock and track maintenance equipment to the railroad. Each of these forays took on the nature of a Homeric odyssey. As our heroes went forth gathering equipment, they also gained knowledge and confidence. Having moved equipment via truck, on their own wheels and on flat cars, the group soon took on a cocky attitude. There wasn't a piece of equipment they couldn't move, no matter what it was or where it was located. Two projects involving ex-MKT property would test their railroad moving machismo to the maximum.

The first campaign involved attempting to move two heavyweight coaches. The cars had historic significance as they were part of last heavyweight order for American Car & Foundry and the last of such equipment built with clerestory roofs. These gems in the rough were sitting on a siding next to Kansas City Southern's Deramus Yard in Shreveport, Louisiana. That was the good news. On the other side of the coin, their friction bearing journals were pitted and KCS would not move them without new wheel sets. No problem, they thought!

A major campaign with military precision was launched to rescue these aging beauties from the jaws of oxidation. A six-day blitz was planned over the Thanksgiving holidays. A dozen front line troops recruited for this invasion found various modes of transportation (air, van, car and truck) to reach the target. In a flanking move, two members were sent to Longview, Texas, to rent a boom truck with enough lift capacity to pick up one end of a heavyweight coach. The weather for the operation was perfect, but there turned out to be many enemies to overcome. The siding where the cars were located was surrounded by dozens of fire ant colonies (each time the story gets retold, the number of colonies increases — it's now in the thousands). Being from outside of the normal range of the little red devils, many of the members got a painful first-hand education on why you avoid contact with these critters. Shortly after the boom truck's arrival from Texas, the Midland soldiers attempted to move it to the west side of the tracks to get a better angle for a lift. The land looked like terra firma, but the truck had soon sunk up to its hubs in mud. Luckily, the truck was equipped with a winch and the troops were able to extricate the equipment by attaching it to a large tree and winching it out. Although it would not rain until the last evening of the move, the ruts left by this escapade would fill with water in a few minutes and stay filled with ground water for the entire operation.

The abundance of moisture would be a clue to a much bigger enemy. The plan was to lift one end of one car at a time, drop the center pin and roll the truck out. Once out, the wheel set would be replaced with wheels equipped with roller bearings and the truck modified to retain its vintage appearance. Then the truck would be rolled back under the car and reinstalled. The first truck on ex-MKT 925 was completed in less than a day. With that pace, the troops could have this operation done earlier than planned. But the second end of the 925 would prove to have a powerful foe — rust! Our warriors battled this persistent enemy past midnight each night, but the center pin, frozen with this product of oxidation, stubbornly refused to budge until the fifth day. The rust had a powerful ally — no "decent" hardware store was to be found in Shreveport. Several strategies were foiled by the lack of key materials normally found at any "good" purveyor of hardware. With only one day left to finish the job, there was just enough time to finish the 925 and ready it to ship. The weary warriors returned to K.C. with tails tucked between their legs, never to return to move the second car. It was eventually sold to local interests in Shreveport.

The second battle of the MKT came much closer to home. The former Katy engine house in Kansas City, Kansas, was no longer being used by new owner UP. It a was perfect fit for a

NO.524 HOLDS DOWN A RUN AT BALDWIN on September 5, 1998. The NW2 is a former Chicago, Burlington & Quincy unit.

future Midland shop building. A letter was dispatched to Omaha, who immediately replied yes, but there was catch — Midland had 60 days to remove it from UP property. The building was sheet steel of prefab construction with a large exhaust ventilator located near the roof. Like the dog that chased cars all of its life and finally caught one, the neophytes in demolition asked, "what do you do with it now that you have it?" If you are Midland, you dismantle it and haul it off! The platform with the exhaust system, cut loose on one end, floated down to earth as gently as anything weighing a couple tons can. With that major hurdle over, the rest would be easy, they thought. What really became a challenge was the building itself. The steel skin was attached to the building's skeleton with thousands of screws, which formed an integral part of the strength of the building. As more and more screws were removed (one at time), the building became highly unstable. Of course, the always present Kansas winds added more drama to the dismantling process. With the Second Battle of the MKT being fought in Midland's backyard, the home team was better able to overcome the challenge of time and elements to claim total victory. Although the two battles had left some scars, the 1997 acquisition and moving of an ex-Alton turntable give evidence that perhaps the lessons did no permanent damage to Midland's moving machismo.

Rock and roll

As Nowhere kept moving further away from Baldwin City, it was a continuing struggle to keep the railroad at FRA Class One standards. The long period of neglect by the former owners and the exclusive use of fine sand-like material called Joplin Chat as ballast caused slow progress. Joplin Chat is mine waste that railroads could haul off for free and use as ballast. However, this freebie quickly became infiltrated with dirt and is almost useless as support for rails and ties. Despite the dumping of thousands of tons of good ballast by the Midland, many chronic soft spots plagued the railroad. Added in the mix was an 8000-plus man-hour project to restore ex-Rock Island E8 locomotive No.652 to operation that further sapped the energy of the small but growing membership and the decline in support — to indifference and even hostility — by some of the residents of Baldwin City. The original vision of the "Midland Six" therefore seemed to be slipping away. But a synchronicity of events with more twists and turns than a season-ending show on television drama series catapulted the Midland into a relatively secure financial position with track that few historic operations can match.

Midland was approached in 1992 by the local quarry about providing freight service for a new operation they were beginning to develop. The southern part of the railroad was astride an easily accessible deposit of 50 to 100 million tons of high quality quarry rock! The owners of the quarry also talked briefly about a possible tourist operation out of Ottawa. It was likely that the former MoPac Colorado main line through Ottawa would be abandoned. This line featured FRA Class Four trackage laid with 133-pound welded rail and the possible use of the huge ex-Santa Fe combination station and division headquarters as a departure point. Since Ottawa was located on Interstate 35 and chock full of antique shops and Victorian homes, the potential seemed enormous! A plan soon emerged to keep the southern part of the old line for freight service to the quarry and acquire a chunk of the heavy iron out of Ottawa for a new historic operation. The only thing needed was $750,000 to pull the deal together. Along came an obscure portion of Interstate Surface Transportation Efficiency Act (ISTEA) to provide the answer to the question of "where do we get the money to do this?" A government agency had to be the applicant, and Franklin County, where Ottawa is located, made the request. Everyone was impressed with the plan except the one that counted, the Kansas DOT. They nixed the idea. So much for the dream of running 60 m.p.h. on ribbon rail! Luckily the plan did get the attention of Baldwin City, which would soon produce results.

Meanwhile, a small group of Midland members led, by Mike Pratt, was feverishly working to upgrade the southern three miles of track to support 100-ton hoppers of rock that were ready to begin moving. Not only were hundreds of crossties replaced but a small trestle had to be rebuilt. Working during the long summer weekday evenings, and all day on weekends in an usually wet year, the tiny group slogged on to complete the project in eight months. Shortly after completion, 20-car cuts of rock began to roll down to the Santa Fe interchange track. A total of 800 cars moved during the first year.

It appeared that the financial future was secure at last. But the two counties

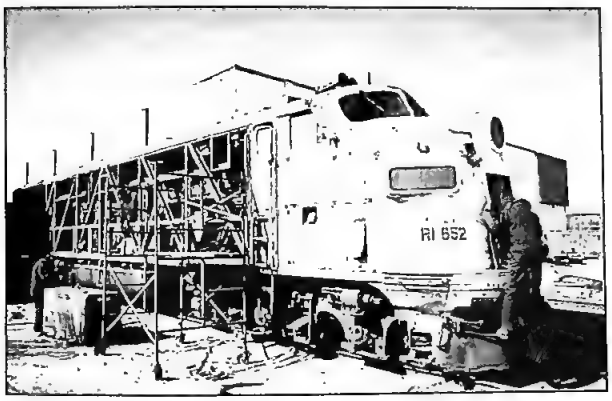
*A MIDLAND TRAIN LED BY RS3M NO.142 passes the sign at Baldwin City denoting the former Santa Fe depot's historic status (**above**). The railroad rosters a second RS3, this one of New York Central heritage. It smokes at the Prairie City School crossing in September 1998 (**below**).*

that the Midland passed through had other ideas. Midland right-of-way was actually deeded property and subject to property tax. Due to Midland's non-profit status, it had gained an exemption. But the counties were going to withdraw that status as a result of the rock trains. Freight service was outside of the incorporation charter and thus the counties would charge property tax for all eleven miles of the railroad. So much for the goose that was laying all those golden eggs! Fortunately, the quarry was interested in purchasing the southern third of the railroad with Midland retaining trackage rights. The purchase price would be seed money for a second run at an ISTEA grant.

*ON AUGUST 1, 1987, THE MIDLAND RAN ITS FIRST TRAIN, a special for Kansas Governor Mike Hayden, in center on caboose platform (**above**). Former Rock Island E8 No.652 underwent extensive rehab in 1989 (**below**). Compare it with the more recent photo on page 38.*

Contractors

The trick in ISTEA funding is finding a political entity to apply for the grant, since it must be a governmental unit that requests the money. The possible defection of the Midland to Ottawa had created renewed support and interest in Baldwin City. The city government was thus more than willing to front the railroad as long as the Midland paid the tab for the 20% match required for the grant. That was the good news. The bad news was that this occurred just a few days before the filing deadline. The grant application had not even been written. Unfazed by this minor detail, current Midland president Mike Fox, slammed together the grant in a couple days and the Baldwin City Council approved the application on the deadline day. The application, albeit a little fuzzy on details, was off to Topeka before the mayor's signature was dry.



The grant proposal estimated cost for the project at a bit more than $100,000. The answer came back from the state in the affirmative. That meant that the Midland would soon be in railroad nirvana, right? Wrong! It would take more than three years of negotiation between the State of Kansas, Baldwin City and the Midland before there would actually be a bidding for the project. The price tag would jump from $100,000 to $360,000 and go through two bidding processes before a contractor was selected.

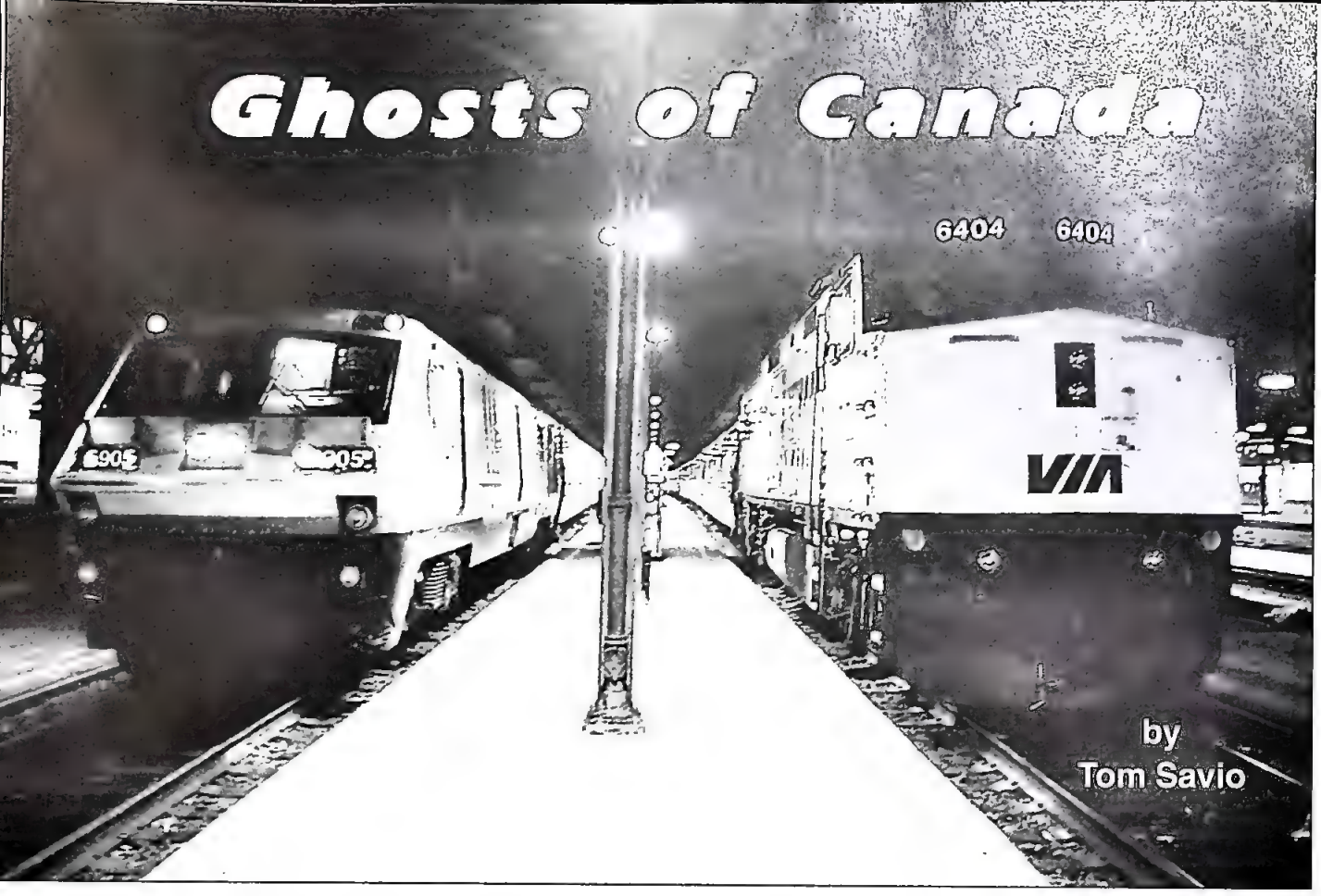
Dealing with a contractor proved to be another arduous educational experience. Though small in numbers, the Midland membership is talented, and, until the ISTEA project, a self-reliant group. They had to learn, however, a whole new set of Murphy's Laws for Contractors. Midland's "can do" attitude had to wait on the "I will get to it when I can" approach of the railroad rehabber. The original start date for the rehab was late fall 1997. But the calendar pages for 1997 disappeared with no sign of the contractor. Mother nature helped by providing a warm and almost snowless winter. Some token activity began in early 1998. Despite this slow start, the projected finish date of the contract of June 15th still could be met. But Murphy's First Law of Contracting is they never finish on time. The second law is when contract reality hits, watch out for corner cutting. For Midland, the application of these laws led to conflict and frustration. Despite being constantly reminded about the financial penalty provisions in the fine print, the contractor's crew moved at a snail's pace.

The 1998 season started with no chance of the contractor wrapping things up by the June deadline. The railroad would have to dance around the rehab activities and be careful about making concrete plans for 1998. It is difficult to plan and market when you are not sure what your product is. Was it worth the angst of eight month's of dealing with the contractor and the long road leading to the project? You bet! More work was done in eight months of concentrated work than could have been done in decades of volunteer sweaty equity. The dust would finally settle in August 1998 with the contractor doing some additional work as penance for failure to finish on time.

So how much bang do you get for $360,000 and the frustrations associated with dealing with a contractor? Midland got a decent railroad on which to operate their eclectic roster, run-around tracks on both ends, providing a more prototypical experience for its riders and eliminating a decade of back-up northbound moves, a picnic site at Norwood as an initial step in development of the former community as a destination, relaying of a quarter-mile of track north of Baldwin City (initially for long term storage) and a rebuilding of all grade crossings between Baldwin City and Norwood with 112-pound rail. With the railroad in solid shape, the 150-member group will direct more of its effort toward historically accurate restoration of a large inventory of rolling stock and motive power that the members and Midland have accumulated. A recent addition to the roster is ex-CRI&P E6 630. The 630 should be on the railroad some time in 1999. Imagine the possibility of back-to-back 630 and 652 running on the head end of a Midland train!

The original dreams of the six conspirators that passed the hat in 1982 have been surpassed, yet the possibilities of the future have just begun. Maybe the hundred thousand-plus hours donated by the Midland volunteers, who enjoy model railroading at a scale of one-to-one, were worth it after all?

Ghosts of Canada



by Tom Savio

F-units, Alco-designed locomotives and hotels built by the railroads highlight a tour through Montreal and Quebec City

FOR BABY-BOOMER RAILFANS, EMD's streamlined E- and F-unit "covered wagons" are the rail icons of our generation. But now, these handsome diesels, which shouldered aside big steam, are nearly ghosts themselves.

Eastern Canada is home to several of the last covered wagon fleets, which toil daily on intercity and commuter trains as well as the occasional wintertime freight. Probably the least known of the fleets is the batch of seven former Canadian Pacific FP7s that serve Montreal's *Agence Metropolitaine de Transport* — AMT. Painted in a stark silver and blue scheme, they roll like ghostly apparitions through the mists of the St. Lawrence River Valley. They are the ghost trains of Montreal.

A visit to Canada

Recently, my wife and I took the train on a circle trip between Chicago and French Canada to see the F-units and some of Canada's other railway landmarks. Our trip would start out on the joint service operated by Amtrak and VIA Rail Canada between Chicago and Toronto — the *International*, which rosters a VIA F40 and an Amtrak Superliner consist. Our train had three coaches and two diners, with the rear diner cordoned off at the waiter's station into a makeshift snack-bar. The forward diner, the crew said, was routinely assigned as the overflow coach! Full dining car service was needed on the twelve-hour, 501-mile run.

The otherwise unremarkable route boasts two famous railway sites, the great turreted Durand, Michigan, depot and museum where the Grand Trunk Western crossed the Ann Arbor, and the new St. Clair Tunnel between Port Huron, Michigan, and Sarnia, Ontario. There was time at Sarnia, while the VIA crew joined us, to look at the trackside tunnel exhibit. The first tunnel, built in 1891, was a pioneer in soft-soil tunneling. Most of our fellow passengers were Canadians heading home, and many were Muslims. The considerate crew announced the evening prayer hour, and the aisles filled with the faithful on their knees in devotion.

Arriving Toronto on time, we spent the night at the adjacent Canadian Pacific Royal York Hotel. We had planned to ride VIA to Niagara Falls the next day, but the Royal York invited us to their annual grape harvest a the *Chateau des Charmes* in the Niagara wine country. When royalty invites, you go, so we drove to the vineyards and on to the Falls. Niagara Falls was one of the great honeymoon destinations of the railway age. It's still a fantastic natural jewel that must be seen. But, its setting is marred by high-rise hotels and casinos.

LRC's to Montreal

Next morning, it was on to Montreal. We rode VIA's 150 kilometer-per-hour Corridor service east on a Bombardier-built LRC (*L*ight/*R*apid/*C*omfortable) tilt train. The LRC's don't look their 17 years, but their unique Alco-inspired locomotives are becoming an endangered species. Our *VIA 1* premier coach was packed with business and professional types, while standard class was only half full. VIA has learned that first class is the new growth market, and our complimentary meals were as good as "on-shore" cooking can be, with unusual entrees like pheasant and lobster ravioli.

Canadian railways are an intriguing mix of old and new. We passed a stack train with a Hudson Bay Company container bearing its heraldic seal and founding year, 1671. No doubt, it was

full of beaver pelts!

We rolled into Montreal's *Gare Centrale,* a block-long, underground station built by Canadian National Railways in 1943 and used today by VIA, Amtrak and AMT's electric suburban trains. Directly above us was the huge concourse featuring *Les Halles d'Gare,* a melange of French Canadian bakeries, cafes and delis. Occupying the air rights above the station is the Queen Elizabeth Hotel.

The Queen "E" is a modern hotel built by CNR in 1958 and now owned by Canadian Pacific. While it's tastefully decorated, it's no Royal York. What it lacks in ambiance, though, it easily makes up in convenience — the station is only an elevator ride away, and you're in the heart of one of Canada's most exciting cities.

Just a short walk away is Windsor Station, a French chateau and the former headquarters of Canadian Pacific — "The World's Greatest Transportation System." However, CPR has fled west to Calgary, leaving the castle to subsidiary St. Lawrence & Hudson Railroad. Hovering above the old train sheds, like a giant UFO, is the new Molson Stadium. The former concourse is an empty space save for the memories of famous trains. Across the concourse and down a long corridor is AMT's compact *Gare Windsor,* home to the ghost trains of Montreal.

Ghost train F's

Until their demise in 1995, CN's World War I era boxcab electrics drew most railfans to Montreal. Meanwhile, the F-units assigned to this ex-CPR commuter service have soldiered on in relative obscurity along AMT's Rigaud/Dorion line. Most trains on this route rate an F, although an ex-CN low-nose GP9 is also in service along with occasionally leased VIA F40s. Trains operate between 6:06 a.m. and 11:38 p.m. daily, with reduced service on weekends. Only one roundtrip during the week goes the full 64 kilometers to Rigaud; all other trains terminate at Dorion. The F's and Geep are mated with ex-CN head-end power cars and coupled to the east end of the single level push pull trains.

Photography: Tom Savio

While there is plenty of opportunity to shoot the silver F's during arrival and layover at *Gare Windsor,* a wide lens is useful since the units nose right up to the glass concourse wall. The first station out from Montreal is Vendome, the site of CPR's former Glen coach yard and currently AMT's F-unit maintenance facility operated by StL&H. All Rigaud/Dorion trains layover here each evening until the morning rush. Many of the old buildings are derelict, but veterans like John Foss and Tony Monardo still reminisce about busier days when the *Canadian,* the *Atlantic* and RDCs called "The Glen" home. They told me that the F-units' tenure is coming to an end, as AMT is considering a replacement fleet of rebuilt GP40s or possibly brand new motive power which could serve well into the next century. A decision on the F's replacements is imminent.

The next morning, I rode an early

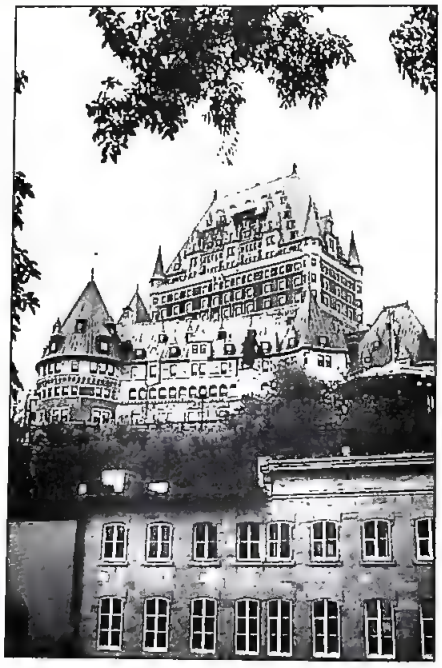
A SEPTEMBER 1998 EVENING AT UNION STATION IN TORONTO *finds LRC locomotive No.6905 and F40 No.6404 at rest between runs* ***(opposite)****. With only seven left on the roster, the Alco-inspired/Bombardier-built LRC power units are approaching "Ghost Train" status themselves. Inside the cab, the LRC's look younger than their near 20 years. No.6905 prepares to depart Toronto* ***(above)****. For now, former Canadian Pacific FP7s continue to hold down commuter runs on Montreal's Rigaud line. No.1305 is at Montreal Ouest in September 1997* ***(below)****.*

train to Montreal Ouest. It's picturesque and a busy place during the rush. The station is a good photo location, with sharp curves at the west end and good morning light. After a morning of shooting, including a couple of meets, I drove north with my wife to the namesake of the classic D&H train, the Laurentian Mountains, which were carpeted in red and gold autumn leaves. That evening, we had dinner with VIA's public relations guru, Malcolm Andrews. Malcolm talked about the success of VIA's Corridor service and speculated about its future. Right now, the problem is there are not enough trains to meed demand. The LRC's are getting on, and electrification is costly, so VIA may turn to a fleet of long-distance diesel multiple units like the Danish Flexliner. We also discussed the many merits of rerouting the Amtrak/VIA *International* through the big Detroit market on an overnight sleeper schedule.

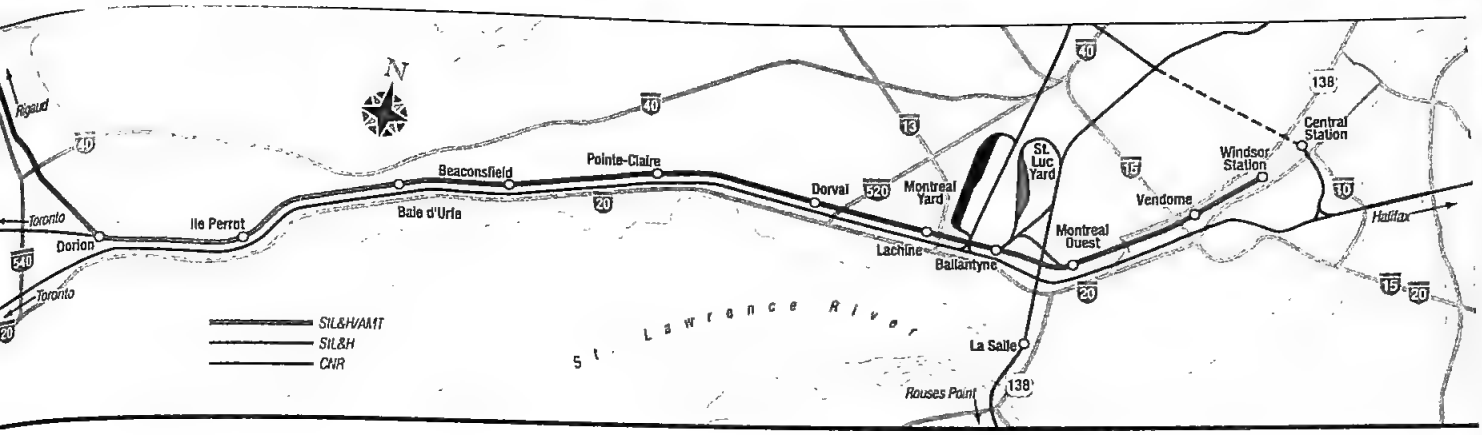
Heading to Quebec

Our last free day in Canada was spent on a VIA trip to the historic provincial capitol of Quebec City and more of Canada's railway landmarks. I figured I had already seen the last of the ghost trains when a VIA FP9 roared past with a corridor train, pinch-hitting for a toasted LRC unit. Until 1997, VIA's covered wagons were out to pasture, working for other carriers or in museums. However, seven F's have since been HEP'ed (head-end powered) and usually work the Montreal-Sentenerre *Abitibi*.

We took VIA's CNR route east toward the Atlantic provinces. At West Junction near Joffe we turned north, crossing the 987-meter Quebec Bridge to Quebec City. This is the world's largest single-cantilever span, a cousin to the giant multi-span Furth of Forth Bridge in Scotland. The building of the Quebec Bridge is a Canadian railway



***GLEN YARD IN VENDOME**, a few miles from Montreal, serves as the layover facility for AMT commuter trains on the Dorion/Rigaud line. A line-up of F's, and one GP9 interloper, fill the yard in September 1997 **(top)**. A decision on replacing the cab units is expected soon. CPR has contributed to the charm of Quebec City with several elegant landmarks, including the* Chateau Frontenac *hotel **(above)**, and the* Gare du Palais, *which now serves as the VIA Rail station **(left)**. An Amtrak "ghost" — one of its dwindling number of F40s — makes an appearance on the New York-Montreal* Adirondack *at Rouses Point, New York, in September 1997 **(opposite)**.*



legend that twice ended in catastrophe. The first attempt, in 1907, saw the collapse of a bridge tower that killed 75 ironworkers. During the second try, in 1916, the center span plunged into the St. Lawrence, killing ten more. Finally, CNR opened the bridge in 1917.

Our train arrived in another chateau-style masterpiece, *Gare du Palais,* built by CPR in 1917. Its stained-glass ceiling depicts CPR's transcontinental route across Canada — only backwards!

From the station, it's only a short walk to Old Quebec. We joined up with Charles Adlard of Les Tours Adlard for a delightfully off-beat tour through this most sacred of French Canadian cities. We wound our way up through narrow 17th Century streets, past tourist boutiques to the summit of *Cap Diamoant* and the symbol of the city, Canadian Pacific's *Chateau Frontenac.* Designed by American architect Bruce Price, the hotel opened in 1893 with a commanding view of the city and the St. Lawrence River below. The flamboyant castle has countless gables and turrets in which to lose oneself. On our return, we visited *Bazaar des Trains,* a very funky train shop that specializes in obsolete HO trains, just across the plaza from the depot.

Back in the U.S.A.

The next day, we headed home from Montreal on Amtrak's version of another D&H classic, the *Adirondack.* Its featured *Adirondack Lounge* is decorated with D&H memorabilia and original artwork inspired by the Hudson Valley and Lake Champlain. For much of the 200 miles between Rouses Point, New York, and Albany/Rensselaer, we traced a roller coaster route along the highlands and shoreline of the lake. It's justly known as the Northeast's finest train ride, but the route demands one of Amtrak's mothballed domes to make it a really marketable product.

During our layover in Albany we taxied to Rensselaer Polytechnic Institute to see the student-operated New England, Berkshire & Western model railroad, then celebrating its 50th year. Many of the scenes and towns we had just traveled through were eerily replicated in precise HO scale detail.

Home again

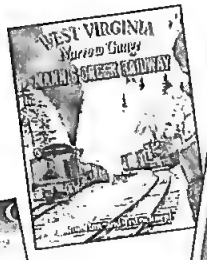
Our last leg to Chicago was onboard the *Lake Shore Limited*, which goes west from both New York and Boston, with the two sections combined at Rensselaer in one of Amtrak's best shows. When all was done, our two P40s had in tow the usual express cars, a dorm, two Viewliner sleepers, a lounge, half a dozen Amfleet II coaches with televisions and a ghost from the *Sunset Limited*, ex-Southern Pacific diner 10210, its logo and number still etched in the stainless steel.

This was our first night in a Viewliner sleeper. The unique skylights really open up the rooms, especially for the upper berths. While we ignored our room's "transistor active matrix" television, the kids aboard were delighted to share their rolling bedrooms with their cartoon friends. Best of all, there were toilets in every accommodation, just like Budd and Pullman had intended.

The *Lake Shore* was a fitting — if late-running — end to our ghost train tour. We rode along the "Water Level Route" on the ghost of the "Great Steel Fleet."

Carstens BOOK DEPOT

NEW ARRIVALS



***NEW!* Done Honest & True (A13285),** Steinheimer and Benson. A beautiful, moving look at Richard Steinheimer's half-century of brilliant railroad photography, with text by Ted Benson. Destined to become a classic rail book! 96pp. soft $29.95

***NEW!* Diamondbugs (A16870),** Grasso. The complete story of rail motor cars on the Erie. Many rare photos, well-researched text. 64pp. soft $14.95

***NEW!* Ghost Train! (A17255),** Reevy. Entertaining collection gathers 90 ghostly tales of the rails. 160pp. hard $14.95

***NEW!* Seaboard Air Line Railway (A17257),** Griffin Complete history of "The Route of Courteous Service," with many rare photographs. 224pp. hard.....$29.95

***NEW!* The Life and Times of a Locomotive Engineer (C00094),** Steffes. The insightful and humorous autobiography of a Southern Pacific locomotive engineer from 1937 through his 1976 retirement. Relive the excitement of a time of transition on the rails — from steam to diesel, through the turbulent war years, and into the 70s. 305pp soft $19.95

***NEW!* West Virginia Narrow Gauge (A17256),** Lane and Schnepf. A detailed history on the Mann's Creek Railway, a 20-mile long coal and lumber hauler located deep in the New River Gorge. B&W and rare color! 200pp, hard $29.95

***NEWLY REVISED!* New York Central's Great Steel Fleet (A17298),** Doughty. Thoroughly revised and expanded edition of the popular history of NYC's passenger operations from 1948-1967. Includes post-war passenger roster, additional text and many new illustrations. 160pp, hard.....$28.95

Alamosa/Salida and the Valley Line (A14153), Dorman. B&W scenes of towns along the D&RGW. 203pp hard **$41.95**

Alco's to Allentown (A12501), Biery. Pennsylvania diesel pictorial with Alcos, Baldwins, F's, more. 111pp,soft $29.95

Along the East Broad Top (A12606), Heimburger Vintage photos and history. 248pp hard **$41.95**

America's Rail Pictorial (A12627), Porter. All-color look at U.S. railroads from 1950s through 1970s. 151pp hard.....$44.95

Anthracite Country Color (A16869), Bernet. Color photos of early diesels, some steam in eastern Penn. 48pp soft .$19.95

Appalachian Coal Mines & Railroads (A17292), Dixon. B&W pics and drawings of mines, cars, etc. 74pp soft .$15.95

Baltimore's Light Rail, Then & Now (A13430), Harwood. Fabulous B&W photos, maps and history. 96pp soft ...$15.95

B&O Cabooses (A17261), Jones. Photos and diagrams of B&O cabooses from oldest to newest. 124pp hard.....$26.95

B&O Passenger Service 1945-1971 Vol. 1 (A17284), Stegmaier. Illus. history of National Ltd. route. 116p, hard.....$24.95

B&O Passenger Service 1945-1971 Vol. 2 (A17266), Stegmaier. Illus. history of Capitol Ltd. route. 148pp hard.....$26.95

B&O Power 1829-1964 (A14107), Sagle & Stauter. 9th printing of an epic volume. 100s of photos. 350pp hard $50.00

Berkshires of the Nickel Plate (A17259), Holland Illustrated history from development through fantrips 124pp. hard.....$26.95

Building the Independent Subway (A13404), Kramer. Reprint of illus history of NYC subways. 80pp. soft..... **$15.95**

Cabooses of the N&W (A14460), Bowers & Brewer. 200 photos and history from N&W to NS. 236pp hard.....$49.50

Cape Cod Railroads (A15550), Farson. Rare, in-depth look at New England's unremarked lines. 336pp hard **$39.95**

CF7 Locomotives (A12500), Poole. Comprehensive illustrated history with roster info. 112pp, soft $24.95

Change at Ozone Park (A16862), George. Illustrated history of LIRR's Rockaway branches. 80pp soft **$18.95**

Chessie's Road (A15252), Turner, Dixon & Huddleston Revised history of C&O from steam to CSX. 323pp hard .$38.95

The Chili Line (A14150), Dorman. B&W look at the D&RGW branch from Antonito to Santa Fe. 215pp, hard.....$44.95

Classic Diesels of the South (A17267), Lamb. B&W pictorial of diesels through the '70s. 117pp hard... .....$26.95

Colorado Midland Locomotives (A00925), Special reprint of the popular Colorado Midland issue of *Locomotive Quarterly*. Includes additional photos and detail on the first standard-gauge railroad through the Rockies. 32pp. soft... ....$8.00

A Colorful Look at C&NW (A16868), Bernet. All-color pictorial of C&NW diesels. 48pp soft..... **$19.95**

The Dixie Line (C00087), Castner History, photos and maps of the NC&StL in steam and diesel days. 96pp hard $26.95

Durango: Always a Railroad Town (A14151), Dorman D&RGW and RGS scenes in B&W 218pp, hard..... **$42.95**

Encyclopedia of Trains & Locomotives (A12626), Riley. Railroad people, places and machines. 224pp. hard . .$22.98

Close Up

New Haven Railroad in the Streamline Era (A17260), by Doughty. Detailed and interesting look at this revered New England favorite in the post-War era. Numerous color and black & white illustrations round out an entertaining text. 120pp hard **$33.95**

East Broad Top: Slim Gauge Survivor (A15909), Mellander. All-color album of regular-service EBT. 126pp hard $48.00

Erie Lackawanna in Color Vol.1 (A14261), De Young. Diesel scenes on the West End. 128pp hard **$45.00**

Erie Lackawanna in Color Vol.2 (A14273), De Young. Diesel scenes in New York State. 128pp hard **$45.00**

Erie Lackawanna in Color Vol. 3 (A14286), De Young. Lines south and east of Binghamton. 128pp hard.....$49.95

Erie Memories (A13429), Crist. Over 200 B&W photos plus maps, grade profiles, rosters and more. 260pp hard $39.95

GP20 and SD24: EMD's Turbocharged Duo (A16144), Diesel Era. Rosters, photos, fold-out drawings. 152pp, soft.....$29.95

Great Adventure (A17075), Burwash. Modern day railroading on BNSF's Stevens Pass in b&w.128 pp, hard.....$39.95

Great Rail-Trails of New Jersey (A17021), Della Penna. The guide to trails in NJ. 195pp (plus map section) soft $16.95

Great Rail-Trails of the Northeast (A17020), Della Penna. 26 biking trails in New England. 222pp soft.....$12.95

Green Bay & Western (A14552), Mailer. Complete history with b&w photos, rosters. 353pp, hard.....$47.95

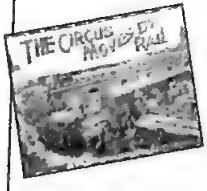
Gunnison (A14152), Dorman. Marshall Pass to Montrose to Ouray along the D&RGW in B&W. 223pp, hard.....$44.95

Hard Coal Carriers Vol.1: First Generation Geeps (A16863), Bernet. GPs in the Northeast. 80pp soft $19.95

Hard Coal Carriers Vol.2: Camelback Twilight (A16864), Bernet. CNJ's early passenger locos. 96pp soft $19.95

History of Carolina & North-Western (A17014), Bumgarner. 140 years of history before Southern. 190pp hard $49.95

Close Up



The Circus Moves By Rail (C00084), by Parkinson & Fox. The complete story of circus trains, from the origins in the 1830s to the present. The greatest compilation of photos, data, and text ever assembeled on this fascinating subject. 392pp soft **$39.95**

History of the Georgia Railroad (A17016), Hanson. Illustrated history with rosters. 206pp hard.....$49.95

History of Railroading in Western North Carolina (A17015), Poole. Rails in the Smokeys. 191pp hard.....$49.95

Illinois Central: Main Line of Mid-America (A12629), Heimburger. Color pictorial of steam & diesels. 128pp, hard **$42.95**

Illinois Central: Monday Mornin' Rails (A13812), Boyd. Personal pictorial from the pre-ICG years. 128pp hard.....$49.95

Illinois Central Streamliners, 1936-1946 (A17296), Somers. Color and B&W look at the passenger trains of the Illinois Central. Lavishly illustrated. Includes an interesting text, and many noteworthy timetable reproductions. 108pp hard $19.95

Lackawanna - Superpower RR of the Northeast (A17263), LeMassena. DL&W steam 1913-1953. 102pp hard.....$26.95

Lehigh & New England (C81), Crist & Krause. Great B&W photos and detailed maps. 80pp soft **$13.95**

The Lehigh & New England Railroad (A15701), Lilly. L&NE steam and diesels in color. 136pp hard **$45.00**

Lehigh Valley - East of Mauch Chunk (A16030), Greenberg & Fischer. Illustrated historical tour . 192pp, hard.....$49.95

Lehigh Valley in Color (A14257), Yanosey. 222 great photos of this most colorful railroad. 128pp hard **$45.00**

Lehigh Valley in Color Vol.2 (A14264), Yanosey. Terrific action and terminal scenes. 128pp hard **$45.00**

Lehigh Valley in Color Vol.3 (A14307), Plant and Steinbrenner. Covers the Valley from the 1940's through its inclusion in Conrail. Contains a wealth of photographic memories of this popular fallen flag. All-color. 128 pp hard.....$49.95

Lehigh Valley Railroad (A12614), Archer. Detailed history, more than 600 photos, maps. 372pp hard **$44.95**

Lehigh Valley Railroad New York Division (A15705), Bednar. Diesel action in color. 138pp hard **$52.50**

Lehigh Valley R.R. Passenger Cars (A16854), Mickey & Warfel. 64 17" x 11" pp soft **$13.95**

Light Rail Transit on the West Coast (A13425), Demoro & Harder. Contemporary pictorial. 96pp soft **$13.95**

L&N Diesel Locomotives (A17262), Castner, Flanary & Gordon. Illustrated history model by model. 168pp hard $26.95

L&N Railroad: The Old Reliable (A17274), Castner, Flanary & Dorin. Illustrated complete history. 232pphard $29.95

Morristown & Erie Ry. (A16858), Pennisi. Pictorial study of modern M&E. 48pp soft **$8.95**

Narrow Gauge...Then and Now (A14500), Gildersleeve & Huxtable DRGW, C&TS, D&S in color. 48pp soft **$14.95**

Nevada County Narrow Gauge (A12630), Best. Illustrated history of California mining railroad. 215pp, hard $39.95

NYO&W in the Diesel Age (A13813), Mohowski. Much more than just a picture book, Mohowski provides a well-researched look at the "Old Woman" from the end of steam right up until the final days. 96pp soft $29.95

NYC and the Trains of the Future (A17269), Doughty. *Aerotrain, Talgo* and futuristic '40s trains. 102pp, hard.....$25.95

NYC's Early Power, 1831-1916 (A14106), Staufer. Over 800 photos and drawings. 350pp hard ... $50.00
NYC Lightweight Pass. Cars, Trains and Travel (A17271), Doughty. Data on cars and operations. 152pp, hard.....$28.95
NYC System Diesel Locomotives (A17293), Edson. Photos, plans and rosters of all models. 212pp hard.....$29.95
New York Transit Memories (A13432), Smith. Vintage b&w subway and trolley scenes. 88pp. soft.....$16.95
NKP Diesel Locomotives (A17265), Holland. Illustrated history with detailed roster. 124 hard $26.95
NKP Passenger Service: Postwar Years (A17268), Holland. Illustrated history of NKP equipment. 128pp, hard $26.95
Nickel Plate Road Publicity Photos 1943-1952 Vol. 1 (A17270), Corns. Over 150 B&W photos. 128pp hard..$25.95
N&W Coal Car Equipment (A12612), Car plans and photos, route maps. 20pp soft $5.95
N&W Railway's Magnificent Mallets (A17285), Warden. The Y-Class 2-8-8-2s. 60pp soft $14.95
N&W Coal Cars (A17258), Dow. Illustrated history of N&W hoppers and gondolas 1881-1998. 248pp, hard.....$29.95
Norfolk & Western and Virginian Railways in Color (A17291), Reid. Steam and electrics. 100pp hard.....$33.95
Northwest Passage (A14553), Leachman. Brilliant, all-color book on BN in Pacific Northwest. 160pp, hard $59.95
Official Locomotive Rosters 1999 Edition (A17042), Kerr. 808 rosters, 60 color photos. Pocket size, soft.....$26.95
On the Three Foot Gauge (A17097), Mead. RGS, D&RGW, EBT, Isle of Man and more. 104pp soft.....$17.95
Pennsy K4's Remembered (A00909), Kramer. B&W photos and history on legendary PRR 4-6-2s. 32pp soft $6.95
Pennsy Power (A14101), Staufer. Classic B&W PRR steam pictorial, text by Pennypacker. 319pp hard $50.00
PRR Color Guide to Freight & Passenger Equipment Vol. 2 (A14306), Fischer. Variety of rolling stock. 128pp, hard .$49.95
PRR Diesels Vol.1-Alco RS Series (A16141), Hahn. Roster with numerous B&W photos. 56pp, soft.....$14.95
PRR Diesels Vol.2-Baldwin Switchers and Road Switchers (A16142), Hahn. VO-660 thru AS-616. 128pp, soft.....$16.95
PRR Diesels Vol.3-2nd Generation EMD Road Switchers (A16143), Hahn. GP30 thru SD45 in B&W. 200pp, soft $16.95
PRR Diesels Vol.4-Baldwin Cab & Transfer Units (A16140), Hahn. B&W Sharks, Centipedes, more. 70pp, soft.....$16.95
PRR Hudson to Horseshoe (A14292), Volkmer. 200 color pics of Pennsy steam, electrics and diesels. 128pp hard $49.95
A Penny a View Vol. 1 (A13020), McCabe & Gordon. Vintage postcard views of Sussex Co. NJ. 48pp soft.....$14.95
A Penny a View Vol. 2 (A13021), McCabe & Gordon. More vintage postcard views of Sussex Co. NJ. 57pp soft.....$14.95
PTC Rails (A16867), Kramer & James. Historical B&W scenes from Philadelphia's trolley years. 104pp soft $21.95
R.R. Atlas (Vol. 1): Northeast (A00960), Walker. Detailed rail maps of NY, NJ, PA, DE, MD. Revised. 104pp, soft $24.95
R.R. Atlas (Vol. 2): California & Nevada (A00952), Walker. Super-detailed maps. 88pp soft.....$23.95
R.R. Atlas (Vol. 3): Colorado & Utah (A00954), Walker. Super detailed maps. 64pp soft.....$23.95
R.R. Atlas (Vol. 4): Arizona & New Mexico (A00955), Walker. Super detailed maps. 64pp soft.....$23.95
R.R. Atlas (Vol. 5): Great Lakes West (A00956), Walker. Includes Upper MI, WI, IL. 80pp soft.....$23.95
R.R. Atlas (Vol. 6): Great Lakes East (A00957), Walker. Includes Lower MI, IN, OH. 84pp soft.....$23.95
R.R. Atlas (Vol. 7): Appalachia & Piedmont (A00958), Walker. Includes NC, TN, KY, VA, WV. 100pp soft.....$23.95
R.R. Atlas (Vol. 8): Pacific Northwest (A00959), Walker. Includes WA, OR, AK, HA. 80pp soft.....$23.95
The Railroad Night Scene (A15904), by Cook & Boyd. All-color pictorial on photographing trains at night by two of the field's experts. Numerous railroads and eras are covered. Includes detailed "how to" explanations. 130pp hard.....$44.00
Railroad Photography: How to Shoot Like the Pros (A13808), Blaszak. Tips & pics. 64pp soft $24.95
Railroads of New Jersey (A13000), Cunningham. Illus. history of Garden State rails through 1915. 328pp hard.....$49.95
Rails Beyond the Rutland (C54), Jordan. Successors to the Rutland Ry. 76pp soft $12.95
Rails to San Francisco Bay (A13427), Demoro & Sappers. SP, WP, ATSF and interurbans. 96pp soft $15.95
Remarkable GG1 (A13406), Zimmerman. Complete illustrated history of classic PRR electrics. 72pp soft.....$12.95

Featured items....

Selected books on topics covered in this issue of Railfan & Railroad

Conrail's SD40 and SD40-2's (A16865), Bernet. All-color pictorial covering the popular EMD locomotives on Conrail. Includes roster information. 48pp soft $19.95
Conrail Motive Power Review 1986-1991 (A16132), Withers. Details on Conrail diesels, with rosters and extensive illustration. 252pp, hard $48.00
Conrail - Final Years 1992-1997 (A16138), Withers. Thorough coverage of Conrail's later diesels. 208pp, hard $48.00
Erie Lackawanna East (A13424), Zimmermann. Pictorial look at the final days of the EL. 80pp soft $9.95
Northeast Railroad Scene Vol.2: Lehigh & Hudson River (A16850), Pennisi. A nice look at the fallen flag just before Conrail. 56pp soft $4.00
Covered Wagon Mystique (A13050), Humphrey. Cross. A nicely done, all-color look at F-units in the modern era, including the Montreal commuter units. 96pp. soft $32.95

RF&P RR: Linking North and South (A15903), Mellander & Kaplan. Superb; 180 color photos. 128pp hard $42.00
Rio Grande Southern II (A14154), Dorman. Photo-packed history of RGS from 1890 to 1951. 344pp, hard.....$59.95
Santa Fe 1940-1971 in Color Vol.1 (A14269), Stagner. Chicago to Kansas City. 128pp hard $49.95
Santa Fe 1940-1971 in Color Vol.2 (A14281), Stagner. Kansas City to Albuquerque. 128pp hard $49.95
Santa Fe 1940-1971 in Color Vol.3 (A14282), Stagner. Albuquerque to Los Angeles. 128pp hard $49.95
Santa Fe 1940-1971 in Color, Vol.4 (A14291), Stagner. Santa Fe action in Texas and west to California. 128pp hard .$49.95
Santa Fe Streamliners (A13422), Zimmermann. Tribute to ATSF passenger trains, from the *Chief* to Amtrak. 112pp soft ... $17.95
Seaboard Coast Line Railroad (A17295), Nuckles. Motive power and operations with 200 photos. 112pp hard.....$19.95
Southern Pacific Oregon Division (A14550), Jennison, Neves. All-color pictorial in the diesel era. 128pp hard .$59.95
Southern Railway's Spencer Shops 1896-1996 (A17273), Galloway & Wrinn. Illustrated history. 106pp hard.....$22.95
Story of California Zephyr (A13431), Zimmerman. Illustrated history of pre-Amtrak CZ. 104pp soft.....$19.95
Subway to the World's Fair (A00910), Kramer. NYC transit lines that served the 1939 fair. 32pp soft $7.95
Tall Tales of the Rails (A17013), Lonon. Memoirs from the Clinchfield, with photos. 223pp hard 223pp hard $19.95
The *20th Century Limited* 1938-1976 (A17286), Cook. 200 photos, rosters and more. 154pp hard $19.95
Thoroughbreds (A14103), Staufer & May. Classic pictonal of NYC's Hudsons. 252pp, hard.....$65.00
The Trail of the Blue Comet (A13070), Baer, Coxey and Schopp. Complete history of the Jersey Central's Southern Division — from its beginnings through its inclusion in Conrail. 488pp, B&W, hard.....$70.00
Train Master (A16137), Sweetland. Illustrated look at all F-M Train Master owners. 112pp, soft.....$29.95
Trains of America (A12607), Heimburger. Color coverage of steam and early diesels. 204pp hard $44.95
Tweetsie Country (A17012), Ferrell. Illustrated look at East Tennessee & Western North Carolina. 232pp hard $44.95
26 Miles to Jersey City (A16856), Komelski. Pictorial of CNJ depots. 62pp soft $8.95
Twilight on the Narrow Gauge (A13412), Kramer. Rio Grande photos by Krause. 64pp soft $8.50
UP Locomotive Directory 1998 (A16139), Strack. Detailed roster with B&W photos. 208pp, soft.....$19.95
Virginian Railway Locomotives (A17288), Lewis. History, photos, drawings and more. 76pp soft $15.95
The Virginian Era (A17282), Lewis. Steam and electrics hauling coal, B&W photos, maps, etc. 60pp soft $14.95
Western Maryland Diesel Locomotives (A17272), Stakem & Stakem. Definitive look at the motive power of the Western Maryland during the diesel era. Color and B&W. Includes rosters, diagrams, and more. 106pp hard $24.95
West Virginian Logging Railroads (A17289), Warden. B&W photos, maps, rosters and full histories. 108pp hard $19.95
Wheeling & Lake Erie (A17280), Corns. History with photos of rolling stock and stations. 80pp, soft.....$14.95

To Order Call Toll Free
1-800-474-6995 24 Hours a Day.
(Please have credit card ready; this number is for orders only, not customer service.)
Or Fax Your Orders To Us: 1-973-383-4064

Carstens Publications, Inc. • P.O. Box 700 • Newton, NJ 07860

I've enclosed $ _____ in: ☐ check ☐ money order ☐ credit card (no cash please)
Please send books indicated below:

Title _____ Book # _____ Price _____
Title _____ Book # _____ Price _____
Title _____ Book # _____ Price _____
Title _____ Book # _____ Price _____

CHARGE TO: ☐ Am Ex ☐ Optima ☐ MasterCard ☐ VISA ☐ Disc exp. ___/___/___

CARD # _____ SIGNATURE _____
NAME _____ STREET _____
CITY _____ STATE _____ ZIP _____

Postage & Handling: U.S. $2 per book; Foreign $2 per book plus 20%; N.J. residents add 6% sales tax; Canadians add 7% G.S.T. Allow 4-6 weeks for delivery. Prices subject to change without notice.

NEW!

Final Conrail map, post-merger CSX, NS and Northeastern states with traffic projections. See who's operating which lines! UP directional routes, latest Amtrak, newest commuter and tourist lines. Available at your local hobby shop or museum, or $28 postpaid. 122 pages of maps and tables.(CA residents add 7.75%)

Ladd Publications, Dept. RF
Box 1671, Orange, CA 92856-0671
US check or credit card
1-800-613-0108 or 714-639-8639
www.trainweb.com/usrailroadatlas
LaddPub@telis.org

Still the only atlas with traffic density maps!

Need Help Placing an Ad?
Call or Write:
Pieter Uptegrove
Advertising Sales Manager
P.O. Box 700, Newton, NJ 07860
Tel. 973-383-3355

LOCOMOTIVE QUARTERLY

Vol XXII No. 4

FEATURING

- Pennsylvania Railroad, Part 2
- A Pacific Great Eastern Sojourn
- The Seaboard Ait Line's Decapods
- Photos by Vincent M. Luwe

100-plus Large Photos
and supporting text
in a book-quality,
ad-free Steam Journal

$12.00 per issue
($12.85 Canada; $13.00 overseas)
$44.00 per 4-issue subscription
($47.00 Canada; $48.00 overseas)

Metaphor, Dept. 799R
P.O. Box 383
Mount Vernon, NY 10552-0383
-or at your dealer

Send Self-Addressed Stamped envelope for back issue list

ON THE MENU

by JAMES D. PORTERFIELD

The dinner train with "a million dollar view"

"WE WANT TO BE one of the ten best dining experiences you have in your life," says Bob Andrews, president of 16-year old Connecticut-based Brannigan's Restaurant Group. But he's not talking about his Southington, Connecticut, flagship restaurant, whose reputation is already secure. He's referring to the *Newport Dinner Train* in Rhode Island, which emerged anew under his management in 1997 from the old *Rhode Island Star Clipper*. "We are restaurant people who are proud of our food."

Bob Andrews is an affable fellow who makes you feel right at home. He greets passengers individually as they arrive at the train and, on a recent evening, even served as the parking attendant. He is in and out of the kitchen checking his crew's progress with the meal. On his way by a table, he straightens a setting mysteriously knocked askew. He paid his dues in the dinner train industry running the *North Cove Express* in Essex, Connecticut, for eight years. His enthusiasm and attention to detail shows throughout this newer operation.

And if the food's so good, we should perhaps start with his menu. Just what is for dinner on the *Newport Dinner Train* menu? As you might expect from a restaurant guy, the answer is descriptive: "We serve our award-winning baby back ribs," says Andrews. This is not hyperbole. The Brannigan's recipe — "We Hickory-smoke imported Danish ribs in our own smoker for 13 hours, then barbecue them in our house sauce," he says — was recently named for the sixth year in a row the "Best Ribs in Connecticut" by *Connecticut* magazine. "Or you can try our Sole Francaise," he continues, "a fresh filet dipped in an herb-egg batter and served with Champagne dill beau Blanc sauce. For our Chicken Vanderbilt, we sauté a boneless breast in white wine and butter sauce, then top it with herbs, sun-dried tomatoes, spinach, eggplant, Asagio cheese, and a basil cream." All meals start with a salad and are accompanied by a starch — usually a potato — and fresh vegetable of the season. For dessert, cheesecake with a chocolate drizzle.

A cash bar offers an extensive selection of beers (including non-alcoholic Molson Excel), liquors and wines, including three Champagnes and various white, blush, and red wines (*Newport Dinner Train* Reserve and Newport Vineyards Hospitality White are personally selected by Bob and wife Pat).

Reflecting his team's flair for marketing, each run of the train has a theme and a catchy name:

Whistle Stop on Broadway on Thursday departs at noon for a four-hour run that includes a stop after your meal at the Newport Playhouse to see a musical revue. The fare is $42.95.

The *Murder Mystery* runs every Friday at 7:00 p.m. and features a theater troupe performing and interacting with guests throughout the run. It is priced at $52.95.

Romancing the Rails on Saturdays, again at 7:00 p.m. and priced at $42.95, entails a ten-minute pause to enjoy the sun setting into Narragansett Bay.

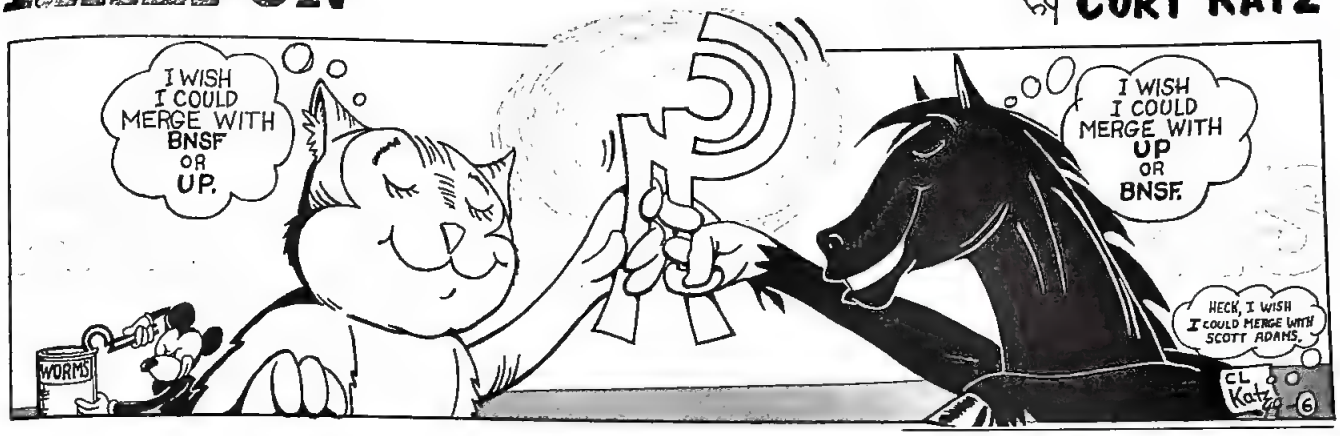
Family Day on the Bay is a noon departure on Sundays, with children ten and under riding — and dining — free. Adults pay $34.95.

All runs offer the option of an upgraded First Class ticket for an additional $5.00. You'll be seated in a separate First Class car, served on distinctive linen, high-end china, crystal glasses and silver and guaranteed a table alone with your guest.

One last exhibit of Andrews' marketing

Two photos: Jim Porterfield

A SPIFFY-LOOKING GE 65-TONNER runs around the *Newport Dinner Train*, sitting in the distance, to then push it into the depot to take on awaiting guests. *Newport Dinner Train* owner Robert Andrews, a restaurateur by profession, knows when to pitch in to help servers handle a full manifest **(opposite)**.


I WISH I COULD MERGE WITH BNSF OR UP.
I WISH I COULD MERGE WITH UP OR BNSF.
HECK, I WISH I COULD MERGE WITH SCOTT ADAMS.
WORMS
CL Katz '00 6

savvy is an Overnight Package he's arranged with Ramada Inn. "Listen to this," he says. "Spend Wednesday or Thursday night at the Ramada Inn. Enjoy our *Whistle Stop on Broadway* run and have time to relax and shop in Newport, all for just $149.95 for two people."

A visit one pleasant mid-July evening confirmed that the rail experience isn't bad either. Departing from an interpretation of the original Old Colony & Newport Railroad depot, put up adjacent to the Newport Convention and Visitor's Bureau and Gateway Center on America's Cup Avenue near the Marriott Hotel, the train makes an 18-mile round trip north along the west side of Aquidneck Island, running along Narragansett Bay. We pass the U.S. Naval complex, once home to America's battleship fleet and a World War II training center for P.T. Boat crewmen, including John F. Kennedy. During World War II, this line was heavily traveled by long trains of Pullmans laden with Naval personnel. Today you will be overwhelmed by two retired supercarriers, the *Forrestal* and the *Saratoga*, each more than 1000 feet long and with quarters for 5200 men, and the battleship *Iowa*. Passing marshes where, this evening, a flock of Canadian Geese grace us with their presence, we reach milepost nine, the Melville Boat Basin. Here the locomotive is run around the train set for the return to Newport.

And that "million dollar view?" Four-and-one-half miles out, we pause for ten minutes to allow dining guests to enjoy a beautiful "Newport Sunset." At one count there were six sailboats gliding by under full sail, as well as two power boats passing beneath a setting sun that created silver-lined clouds.

The consist includes a GE 65-ton center-cab diesel pulling an ex-U.S. Army kitchen car converted to head end power, two ex-Amtrak coaches converted to 72-seat dining cars, and one ex-Amtrak coach converted into a complete kitchen car. The train is operated by the father-son team of engineer Jack and conductor Patrick Doyle. "Yep," says the elder Doyle. "My son's actually the boss. He's the conductor and I'm the engineer. I follow his orders." However they do it, they give us a smooth ride throughout.

Inside, the dining cars' decor is an attractive blend of past and present. The Victorian era is suggested by dried floral arrangements and gold-trimmed mirrors. The 1890s surely inspired the dark green velvet drapes drawn up with flourishes. The '20s are reflected in the shaded candlesticks with Georgian-inspired gold bases. The 1930s are brought to mind by the clamshell chair backs. The post-war era is represented by the hard black ceramic mugs and sugar-packet holders. "Interior design and a high level of service are hallmarks of fine dining, too," reminds Andrews.

What else is there? "Oh," Andrews says, "we've just put out for bids to replace 1500 ties and completely rebuild three major grade crossings." The goal is to "build our infrastructure to perfection."

Premium food. Attractive refurbished equipment. Substantial upgrades to the infrastructure. The Newport Dinner Train seems poised to capitalize on the coming boom in the development of Newport as a tourist destination. For those interested in enjoying dinner in the diner, it is already worth a drive out to the southern end of Aquidneck Island.

For more information or reservations, call 800/398-RIBS (7427) or 401/841-8700, or visit their website at *www.newportdinnertrain.com*.

Dinner Train Update

Arkansas

Flippin; **White River Scenic Railroad;** Flippin Depot at the junction of Routes 178 and 62; *www.trainfun.com;* 800/305-6527 or 870/435-6000; through at least year end, regularly scheduled (Friday) runs offer catered fine dining on board.

The 1999 MOUNTAINEER
is departing Weehawken for points north. Climb aboard and help us preserve the heritage and history of the N.Y.O.&.W Railway.

2000 COLOR O&W CALENDAR
$12.00 POSTPAID
Tickets for a 1999 membership or sales information can be found at
http://www.nyow.org
Roscoe Museum: www.nyow.org/museum.html
or send two stamped SSAE for membership information and publications/memorabilia:
Ontario & Western Railway Historical Society
PO Box 713-R, Middletown, NY 10940

WHAT DO YOU GET...

...in the world's largest and best-known rail preservation society?

- Bimonthly historical magazine
- Annual NRHS Convention
- Over 160 Chapters in the USA, Canada and Great Britain
- The satisfaction of keeping our railroad heritage alive

SEND $18 for membership ($9.00) in June, July & August; outside USA add $4) or ask for more information.

NRHS
P.O. Box 58547-D
Philadelphia, PA 19102
Phone: 215-557-6606 Fax: 215-557-6740

THE DEPOT ATTIC
AT STRASBURG
209 GAP ROAD, ROUTE 741
STRASBURG, PA 17579

AUTHENTIC AND ORIGINAL RAILROAD COLLECTIBLES OF EVERY DESCRIPTION
NEW BOOKS, USED BOOKS, RARE BOOKS, HARDWARE, CHINAWARE, SILVERWARE, TIMETABLES, BROCHURES, POSTERS, SIGNS, SIGNALS, PASSES, PRINTS, LANTERNS, LAMPS, PAINTINGS, BADGES, ETC.
ANYTHING & EVERYTHING RAILROAD!
SEND $2.00 FOR CATALOGS

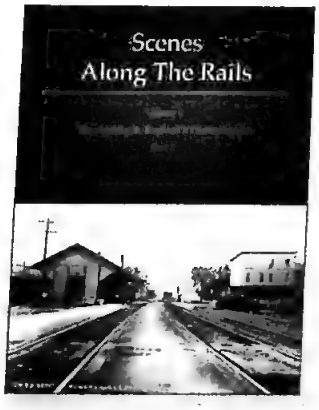
PHONE (717) 687-9300

NEW FROM **TRACKSIDE VIDEO**
4501: A Farewell Odyssey

Ride along as we steam into history with Southern Railway's 4501 as she makes her final steam powered excursions this century. Go Trackside with 4501 / 610 and their seven car passenger consist between Grand Jct. and LaFayette, Ga. Next we join 4501 in her final hours under steam as she powers five round-trips between E. Chattanooga and Grand Jct. We re-visit the Great Freight of '96 with lots of new footage as we bring our program to a close. A memorable salute to an old friend. 44min.

ONLY $24.95 ppd.
CALL TOLL FREE 1-800-548-8476
Or e-mail to sales@tracksidevideo.com
Or send check or money order to:
TRACKSIDE VIDEO
P.O. BOX 234
FOREST PARK, GA 30298-0234
VISA • MASTERCARD • DISCOVER
Visit our website www.tracksidevideo.com

Depot Square Publishing announces the latest in our series from the 1900-1920 era!!
Scenes Along The Rails Volume I: The Anthracite Region of Pennsylvania, Part 2 covers the region northwest of Wilkes-Barre, PA. Included are the Lehigh Valley, S&NY, W&NB, and five other lines. This hard-bound book has 192 high-quality photos; gloss, enamel paper; 5 maps; 152 pages; and a dust jacket. Individual copies available at $39.95 + $5.00 shipping. Dealer inquiries are welcome! Ready for immediate shipment! Part 1 is also available at $25.00 + $5.00 shipping.



Order from:
Depot Square Publishing
6683 Loveland Miamiville Road
Loveland, OH 45140
Phone: 513-677-2357 Fax: 513-677-5531

LINESIDE LEGACY

by JEFF TERRY

Canadian Pacific 2839

Steve Barry

IN ALL ITS RESTORED GLORY, Canadian Pacific Royal Hudson 2839 storms past a photo line during a Southern Railway trip from Alexandria to Charlottesville, Virginia, for the 1979 NRHS Convention.

FORMER CANADIAN PACIFIC Royal Hudson No.2839 is being restored to service at the Keystone Cement Company in Bath, Pennsylvania, by a group known as the Lehigh Valley Scenic Railway. The well traveled 4-6-4 has been out of service for 15 years; it last ran in 1984 at the opening of the Blue Mountain & Reading tourist line and since then has been stored at Bethlehem, Pennsylvania. After restoration is completed, the Lehigh Valley Scenic plans to run the displaced Canadian on weekend excursions in the Bethlehem and Jim Thorpe area.

No.2839 was built by the Montreal Locomotive Works in 1937 for passenger service on the CPR and worked some of the last steam commuter trains out of Montreal in 1960 before being retired and placed on display at the Ontario Science Center in Toronto. In 1969 it was sold to a group of eastern U.S. railfans and moved to Pennsylvania where it was restored to operating condition in 1977 by the Royal Hudson Locomotive Company and the Atlantic Central Steam Company for excursion work. The 2839 gained further fame in 1979 when it was leased to the Southern Railway for excursion service — a job for which the small engine was not well-suited, as the Southern's long trains and steep grades taxed the engine to the limit. Retired from excursion duty in 1980, the ailing No.2839 operated sporadically until 1984 when it was placed into storage due to increasing mechanical problems.

Due to its condition, much work is required before the No.2839 ever steams again. During its last run in 1984, many leaks were discovered in the tubes and staybolts, and it was reported that during the BM&R runs the leaking water was so bad it was putting out the fire in the firebox! The Lehigh Valley Scenic has begun work to correct these ailments. An ultrasonic test was performed on the boiler shell, revealing it to be in excellent condition, and testing has begun on the flue sheets. At the current time, all flues must be replaced and the superheaters cleaned and reinstalled, but inspections to the staybolts reveal them to be in surprisingly good condition.

In the cab, the throttle has been removed and is being rebuilt with instruction from Al Broadfoot at BC Rail, and the woodwork has been removed to allow for sheet metal repairs to the cab itself. Most of the valves in the cab have been repacked and the electrical system is being replaced. The boiler jacketing is being renewed with stainless steel and the decorative royal crowns that adorn the running board skirts will be reinstalled in the near future. Much of the work on the 2839 is being performed by a crew of 26 volunteers.

The Lehigh Valley Scenic hopes to have the engine and tender completed, painted and under steam sometime late this summer, with the goal of running her during the August 1999 Musicfest in Bethlehem. For more information, consult the LVSR web site at *www. mountain-inter.net / ~chad-wick / hudson / 2839.htm.*

Empire State Railroad Museum

Long time readers of the Steam Passenger Directory will recognize the name of the Empire State Railroad Museum. The New York-based group has long been known for founding the annual tourist railroad directory now published by Kalmbach. But the ESRM is much more than just a yearly booklet — they operate a successful railroad museum in the former Ulster & Delaware Railroad's Phoenicia, New York, depot, and have preserved several vintage freight and passenger cars,

PLEASE SEND correspondence concerning LINESIDE LEGACY directly to Jeff Terry, 1930 Burns Avenue, Apt. 108, St. Paul, MN 55119 or e-mail *lineside@railfan.com.* Please send any photos directly to RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860.

in addition to a steam locomotive which is now under restoration.

The ESRM was originally founded in 1960 and ran tourist trains from 1962-'66 over the Middletown & New Jersey Railroad using former Sumter & Choctaw 2-6-2 No.103, now a static display at the Valley Railroad in Essex, Connecticut. In 1984, the group acquired the station in Phoenicia and restored it. Static displays at the 100-year-old depot include the 1920 dining car *Lion Gardener* from the Delaware & Hudson; a former Pennsylvania Railway 1890 "bobber" caboose; a wooden 1920 Boston & Maine RPO and one of the first boxcars built to carry automobiles, built in 1926 for the Central Vermont.

At the current time, work is focused on the restoration of the museum's 1910 Alco 2-8-0, former Lake Superior & Ishpeming No.23. The squat Consolidation led a long, productive life on the Michigan ore road before being sold in 1963 to the Marquette & Huron Mountain tourist railroad, where it powered passenger trains along Michigan's upper peninsula. In 1984 the M&HM ceased operation and the locomotive was sold to the ESRM for eventual operation on the neighboring Catskill Mountain (tourist) Railway.

To date, much has been done on No.23 including work to the boiler and running gear. All tubes and flues have been removed, and the superheater units have been extracted. All of the exterior piping and appliances have been carefully dismantled, tagged and stored. Ultrasonic testing has been completed on all areas of the boiler except the firebox, and a new smokebox has been fabricated and the lower half fitted to the cylinder saddle and boiler. It is hoped that when restoration is completed, the locomotive can be used to power excursion trains along the Ashokan Reservoir, most likely operated by the Catskill Mountain Railway, whose diesel-powered tourist trains make frequent stops at the Phoenicia depot during regular summer runs.

For museum times and other information, you can call the ESRM at 914/688-7501 or consult their web site at *www.esrm.com*.

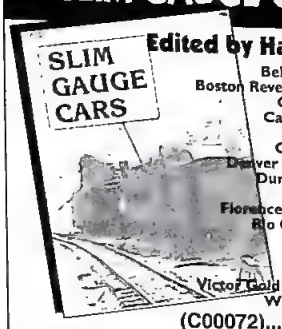
Sumpter Valley Heisler No.3

In a unique move, the Sumpter Valley Railroad is having their ailing two-truck Heisler No.3 rebuilt by inmates of the Powder River Correctional Facility in Baker City, Oregon. Most of the work is being performed inside the Baker City shop area of Inside Oregon Enterprises, and the contract rebuilding is expected to take three months to complete.

Heisler No.3 has been operation on the recreated Sumpter Valley for over two decades. It was built in 1915 for the W.C. Eccles Lumber Company, and was acquired from owner Boise Cascade in 1970 by the Sumpter Valley Railroad Restoration, Inc., which performed some minor work to the boiler and running gear before placing it in tourist service. The little Heisler has operated continuously since the mid-1970s, and was the only serviceable steamer on the SV until 2-8-2 No.19 was restored a few years back.

This is the first major rebuilding to be performed on No.3 since it first began operating on the Sumpter Valley some 25 years ago. Much of the work is to be done by inmates working with the railroad's volunteer crews. Major jobs include removing the boiler tubes and cleaning and de-scaling the boiler interior, inspection and replacing (if needed) the brass bushings in the running gear and performing repairs to the metal work of the

SLIM GAUGE CARS



Edited by Hal Carstens

Bellevue & Cascade
Boston Revere Beach & Lynn
Cairo & Kanawha
Carson & Colorado
Central Pacific
Cumbres & Toltec
Denver & Intermountain
Durango & Silverton
East Broad Top
Florence & Cripple Creek
Rio Grande Southern
Oregonian
Sandy River
Southern Pacific
Victor Gold Mining Company
White Pass & Yukon

(C00072).....19.95 + S&H

VISA/MC/AMEX/OPTIMA accepted. Or please send check or money order. S&H in US $2. per book. Outside US $2. per book plus 20% for insured shipping. NJ residents add sales tax. Canadians add 7% G.S.T.

TO ORDER CALL *CARSTENS* at 1-800-474-6995

Back In Print!

F-UNITS

The Locomotives That Revolutionized Railroading

By Daniel Mulhearn & John Taibi

The story of General Motors' F-Unit diesels from the initial model FT to the farewell model F-9.

80 pages, 100 photos, color covers

$15.95

NY State residents add sales tax.

Quadrant Press, Inc.

Room 707, 19 West 44th Street
New York, NY 10036

THE CSX KEYSTONE SUBDIVISION:

OPERATIONS ON TODAY'S SAND PATCH GRADE

BY RICH BORKOWSKI JR.

Alpsville Station Publishing is pleased to announce the release of our new publication, ***The CSX Keystone Subdivision: Operations on Today's Sand Patch Grade.*** This 104 page, hardcover book features 200 color photographs that illustrate Sand Patch Grade during the CSX era. The book explores the entire Keystone Subdivision from Cumberland, MD to Port Vue, PA and covers both the popular locations of the east slope as well as the remote stretches of the west slope. In addition, all connecting branch lines are explored. This book is a must for fans of Sand Patch and CSX alike.

CSX TRANSPORTATION

PRICE: $49.50
(+ $3.00 SHIPPING)

ALPSVILLE STATION PUBLISHING
P.O. BOX 25314 PITTSBURGH, PA 15220
Alpsville@aol.com
DEALER INQUIRIES WELCOME!

www.TrainWeb.com

- **Rail Travel**
  - Travelogues
  - Photos
  - Travel Advice
  - Rail Schedules
- **Railfans**
  - Photos
  - SF 3751 Video Clips
  - Hundreds of Links
- **Model Railroading**
  - Photos
  - Helpful Hints
  - Hundreds of Links
- **The Rail Industry**

Live Rail Video from 6 WebCams at the Fullerton Santa Fe Depot
www.RailCams.com

SUBSCRIBE TODAY! and enjoy!

Join the railfans who subscribe and enjoy every issue of RAILFAN & RAILROAD. We look at the rail hobby the same way you do and have the finest authors in the field to share their individual perspectives on the railroading of today, yesterday and tomorrow - all from the varied viewpoints of involved hobbyists. Subscribing saves you money and guarantees you won't miss a single issue. Join us.

"YOU CAN CHARGE YOUR SUBSCRIPTION ON A CREDIT CARD!"

CALL TOLL FREE: 1-800-474-6995
OR FAX US AT: 1-973-383-4064

RAILFAN & RAILROAD
Subscription Dept. 1429,
P.O. Box 700,
Newton, N.J. 07860-0700

TO SUBSCRIBE, Mail this form with the following information:
❑ New Subscription
❑ Renew Subscription

U.S.A. Subscription Rates:
❑ 1 Year $27.95 ❑ 2 Years $49.95
❑ 3 Years $69.95
CANADA: ❑ 1 Year $35.95
❑ 2 Years $69.95 ❑ 3 Years $93.95
FOREIGN: ❑ 1 Year $37.95
❑ 2 Years $69.95 ❑ 3 Years $99.95

Name _____

Street _____

City, State, Zip _____

Payment by: ❑ Check ❑ Money Order
❑ AmEx ❑ Optima ❑ MasterCard ❑ VISA

Ex. Date ___/___

Card Number _____

Signature _____

RAILFAN BINDERS

IT'S EASIER TO FIND IT AFTER YOU BIND IT!

Make your *RF* collection easy to find, organized, safe, and ready for instant use. Handsome official deep red binders are stamped in gold and hold 12 issues.. Include actual street address as well as P.O. Box number for quick delivery. NJ residents add sales tax, Canadians add G.S.T.

$9.50 + $1.00 postage each.
($5.00 postage each outside U.S.A.)

TO ORDER CALL 1-800-474-6995

Carstens
PUBLICATIONS, INC.
P.O. Box 700, Newton, N.J. 07860

Advertising Index for September 1999

A
A Piece or Two....20
Alpsville Station....53
Audio Visual Designs....60

B
B.R.M.N.A. 10
Barnard, Roberts & Co....20
Black Hill Central Railroad....61
Blue Ridge Scenic Railroad....60
The Book Depot 48,49
Boone & Scenic Valley Railroad 61

C
D. Carlton Railbooks....58
Carstens Publications....55
Catenary Video Productions....58
Central Electric Railfans' Association 23
Charlie Russel Chew Choo 60
Colorado Railroad Museum....20
Conway Scenic Railroad 60
Crossroads Village &Huckleberry Railroad .61

D
The Depot Attic....14
The Depot Attic at Strasburg 52
Depot Square Publishing....52
Durango & Silverton Railroad....61

E
Elderberry Line....61
Electro Video 60

F
Four Ways West....22

G
Golden Spike Enterprises 58
Great Northern Pacific Publications 14
Green Frog Productions....Cover II,65

H
Herron Rail Services 17
Hi-Iron Railroad Videos 22
Highball Productions 23
How Book....10

I
Illinios Railway Museum 61
Indiana Transportation Museum 61
Identity Check....3
Iowa Railroad Historical Society....61

L
Ladd Publications 14
Logo-Motives....12
Carleton F. Loucks....20

M
Mad River & NKP Railroad Museum 61
McMillan Publications....18
Manitou & Pike's Peak Railway 61
Edgar T. Mead 60
Metaphor, Inc....50
Mid Atlantic Railroad 22
Mount Dora Scenic Railroad 61
Multipower International, Inc. 60
Museum & Tourist Line Directory 60,61

N
Napa Valley Wine Train....60
National Railway Historical Society....51
Nestle's Railroadiana....10

O
O&W Historical Society 51
Osceola & St. Croix Valley Railway 60

P
Plets Express 10

R
RB Productions 12
Railcom 20
Railfan & Railroad 54,64
Railroad Avenue Enterprises....12
Railroad Research Publications 10
Railroad Video Productions....21
Railroadiana Auction 19
Rails 'N' Shafts 15
Raritan Bay Hobbies 16
Revelation Video....11
Roaring Camp & Santa Cruz Big Trees Railway 61
Ben Rohrbeck....58
Ron's Books....Cover III

S
Greg Scholl Video Productions....9
Schrader Enterprises 10
Signal Computer Consultants....19
Al Staufer....22

T
TLC Publishing....13
Trackside Video 14,52
TrainWeb 53
Transit Gloria Mundi 59

W
West Virginia Northern Railroad....60
Western Maryland Scenic Railroad....61
Wiscasset, Waterville & Farmington Railway Museum 60
Withers Publishing....Cover IV

Y
Yolo Shortline Railroad & Golden River Line Luxury Railcars 61

locomotive, running boards, cab and boiler jacket. The interior of the tender will be cleaned and sealed and new tubes will be installed inside the boiler by a certified boiler maker. SV railroad volunteers will perform critical work on the valve gear eccentrics.

The Sumpter Valley hopes to have the rebuilt No.3 under steam before the end of the 1999 tourist season and has set up a fund drive to pay for the repairs. The Pioneer Bank of Baker City has started things rolling with a donation of $4800. For information, or to make a donation to the fund, you can write to: SVRR, No.3 Fund, P.O. Box 389, Baker City, Oregon, 97814

Colorado & Northwestern No.30

In Boulder, Colorado, former Colorado & Northwestern 2-8-0 No.30 is slated to be restored to operating condition by the Boulder County Railway Historical Society, a local non-profit group. The No.30 is a narrow-gauge Consolidation built by Brooks in 1898 for the C&N, which later became the Denver, Boulder & Western. In 1930, No.30 went to the Colorado & Southern, where it was renumbered 74 and extensively rebuilt. Sold again in 1949, No.74 gained fame operating for the Rio Grande Southern before being placed in a Boulder park in 1952; the original Colorado & Northwestern lettering and number were restored at the request of the City of Boulder.

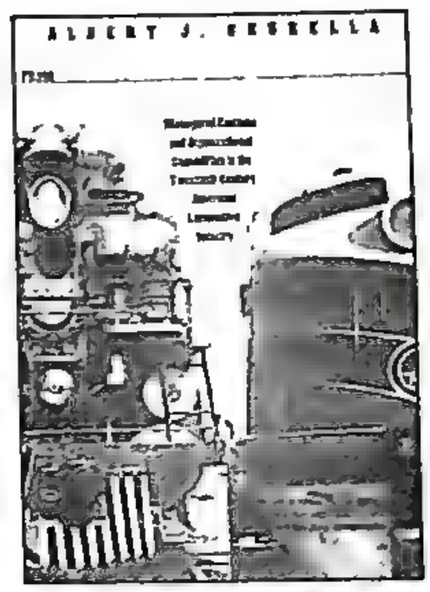
Unfortunately, No.30 has not seen much up-keep during its 45-year stay in the park, and has weathered poorly during three decades of Rocky Mountain winter snows. A small fence that surrounds the engine offers little protection and there have been problems with vandalism. A D&RGW coach and caboose displayed with No.30 have also had their share of problems — the caboose was blown to bits one night as a college prank. A replica body was built upon the remaining frame and trucks. It is hoped the Boulder County Railroad Historical Society will be successful in their efforts to rebuild this well-traveled Consolidation.

RAILROADIANA

From Steam to Diesel: Managerial Customs and Organizational Capabilities in the Twentieth-Century Locomotive Industry, by Albert J. Churella, published by Princeton University Press, 41 William Street, Princeton, NJ 08540. Hardcover, 224 6"x9" pages. $47.50.

Get real, Boyd! You're gonna sit there with a straight face and pitch a $47 textbook with no pictures and 60 pages of footnotes written by a Senior Lecturer in History at the Ohio State University?

You betcha.



This should be required reading for anyone who professes to know anything about diesel locomotives, even though you will find scant reference to locomotive models or the most elementary descriptions of an EMD 567, and certainly no detail photos of the variations of the dynamic brakes between a Century 424 and Century 425. What all those featureless pages of gray text contain, though, are the business decisions and personalities involved in the development of the world of diesel locomotives that we know today. And in spite of its academic credentials, this book is quite readable and broken down into simple and easy to understand concepts. Albert Churella begins with the earliest applications of internal combustion engines in doodlebugs (a word which I don't believe ever appears in the text) and shows how the proponents of internal combustion invaded and ultimately overwhelmed the world of steam in the United States and Canada.

You see how Baldwin failed to survive because Sam Vauclain completely missed the importance of helping the customer to finance his purchase, and how EMD took over the industry with an adequate product backed up by the first after-market support

This is your last opportunity to join CARSTENS 5TH ANNUAL RAIL TOUR

IRELAND

WALES • ISLE OF MAN

Ireland tour per person double occupancy, $3,399; single occupancy, $3,899.

You must act now if you wish to join Hal Carstens on this fabulous tour with a very select group of modelers/railfans. The weather should be great. This tour is limited to not more than 25 people. This is a two-week tour leaving New York Sept. 4 (Labor Day week end) and returning Sept. 15. You'll be traveling mostly by rail with flying machines to take you over the puddles.

For full information today or use our fax number: 1-973-383-4064.

e-mail: hal@carstens-publications.com

Connecting flights to New York arranged by our travel partners: World Rail Travel.

Vintage Daylight . . .

WHEN 4449 RAN FROM PORTLAND to San Jose in 1992 for the NRHS Convention, no one knew that the trip would be the last one over the SP's famous *Daylight Route* in the 20th century. And, who would have believed that the trip to San Jose would be the last one with a full 11-car *Daylight* consist. That's why we call this video VINTAGE DAYLIGHT. Beautiful blue skies, fast running and a sharp exhaust help to make this program a classic.

The second part was recorded in June 1998 when the 4449 ran from Portland to Bend Oregon. After high-speed running along the Columbia River, the train heads south thru the canyons of the Deschutes River. From the columbia River to Bend it's all up grade. Clear skies, snow capped mountains and the high bridges on this line make this an spectacular program. Cab rides and on-train footage complete this presentation.

5 minutes $29.95

GOODHEART PRODUCTIONS

P.O. BOX 47131-R · CHICAGO, IL 60647-7131

Phone **1-800-482-1522**

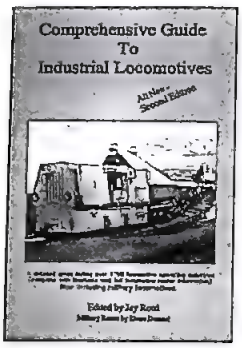
IL residents add 8.75% sales tax. $4.00 shipping 1st item, $1.00 each add'l item. Canadian orders add $1.00 extra for postage. Int'l customers please add $10.00 per item.

in the form of warranties, unit-exchange parts warehouses and training facilities. While Alco and Baldwin reps were wining and dining their old buddies in the Motive Power departments and talking about horsepower and tractive effort, the EMD salesman was talking to the President about bottom-line savings derived from a mass produced, off-the-shelf locomotive.

The book looks at individual steam builders (Alco, Baldwin and Lima), as well as newcomer Fairbanks-Morse and, of course, the ultimate giants GM and GE. It delves into the "marriage of convenience" between Alco and GE and describes how GE then shed its weaker partner to launch into the road locomotive business with the well defined long-range plan that we see today in the form of its market dominance. You will also find a fresh look at the story of the fledgling Electro-Motive Company with Harold Hamilton and Dick Dillworth and GM's "Boss" Kettering — and how EMD survived an amazing number of "near miss" decisions of corporate board room whimsy that could have killed it with a nod from the wrong head.

As I say, this compelling little textbook should be in the library of every serious fan of the diesel locomotive. It can be ordered online by credit card (which is how I got my copy) from the Princeton University Press website: *http://pup.princeton.edu* (search on the title and author's name).

I was alerted to this book by Bill Withuhn, who is the Curator of Transportation of the Smithsonian Institution. Back when I was grubbing around lineside, I never thought I'd be reading and enjoying a Princeton textbook by an Ohio State University lecturer, recommended by a long-hair from the Smithsonian! I urge you to share the experience — *JIM BOYD.*



The Comprehensive Guide to Industrial Locomotives, 2nd Edition, edited by Jay Reed, published by Rio Hondo Publishing Company, 2595 Hardies Lane, Santa Rosa, CA 95403. Softcover, 414 6"x9" pages. $22.95, plus $2.50 shipping.

Whether it's some obscurity you stumble upon while out in the field, or a question that arises while you're cataloging slides once you get home, you've no doubt experienced the occasional frustration of being unable to determine just "what the heck is that thing and who does it belong to?" The latest edition of Rio Hondo's *Comprehensive Guide to Industrial Locomotives* is an essential reference tool for answering just that sort of question.

The book includes listings of industrial locomotive operators in each of the 50 states (except Hawaii), plus a chapter on the Department of Defense's various rail operations, and details on both former industrial operators, and unconfirmed, "potential" industrial locomotive users. The listings are arranged by state, then alphabetically by city within each state, a sensible system that avoids the problem of trying to find something by the name of the owner when the owner might be precisely the information you *don't* know. (Sort of like the conundrum of trying to look up the correct spelling of a word in a dictionary....)

Each listing includes the name and address of the operation, the locomotive type and as much detail as is known about the unit (year built, former owners, previous numbers, etc.). There are about 80 illustrations scattered throughout the book, and some listings include telephone numbers.

Compiling all of these listings was no small accomplishment, and it seems to have been done thoroughly and accurately here by editor Reed, with acknowledged help from noteable locomotive news sources like Ken Ardinger. There are roster entries on everything from large, well-known industrial locomotive operators like LTV Steel Mining Co. and Kennecott Minerals, to smaller outfits like Gulmar Inc., which operates a Whitcomb at the Port of Brownsville, Texas. And it's in these smaller, obscure references that this book's real value lies. I'll certainly find some space on my railroad reference shelf for a copy of this winner — *G.F.*

The Canadian Trackside Guide 1999, edited by Earl W. Roberts and David P. Stremes, published by Bytown Railway Society, P.O. Box 141, Station A, Ottawa, Ontario K1N 8V1, Canada. Softcover, 5½"x8½". $19.95,

SWITCH LIST

CLASSIFIED ADVERTISING: 64 cents per word, minimum order $7.68. Count all initials, abbreviations (COD, SASE, PO, 8mm, 5 x 7, it's, etc.), numbers and address components as one word. Fourth consecutive insertion of same ad free upon request. Classified ads are payable in advance, and payment must accompany ad copy. Ads will be placed in category deemed most appropriate; requested categories will be considered. Ads using a PO Box number must supply a street address for our records. Classified ads are noncommissionable. CLOSING DATE: 10th of month three months preceding date of issue, i.e. Feb. 10 for May issue. Send all classified ads to: RAILFAN & RAILROAD, CLASSIFIED AD DEPT., PO Box 700, Newton, NJ 07860-0700. Ads sent to other departments may be delayed or lost. All ads are subject to the approval of the publisher. Ads are set in standard 6 point type with first word capitalized. Large type bold face classified ads are available at $1.52 per word, minimum $18.24.

ANNOUNCEMENTS

ATLANTA, GEORGIA, August 14, 1999, Southeastern Railroadiana Collectors' 22nd Annual Railroad Collectibles/Model Train Show. Over 400 tables. Plus over 150 tables of airline collectibles. Other transportation collectibles. Georgia International Convention Center, South of Atlanta Airport, adjacent Sheraton Gateway Hotel. 9:00 A.M. to 4:00 P.M. admission $5.00, tables $40.00. Information LSASE to: Martin, 4183 Paran Pines, Atlanta, GA 30327. 999

BOOKS & PUBLICATIONS

REFERENCE BOOK: America's Classic Railroad Places by Ernest H. Robl describes 200+ named locations (bridges, tunnels, mountain passes, routes). Includes significance, history, reerence to magazine articles. $20.00 postpaid (check with order; NC residents add 6% tax). Order from Ernest H. Robl, PO Box 3270-R, Durham, NC 27715-3270. Additional information: http://www.robl.w1.com 1199

TIMETABLE RELEASE! All new Kansas City Timetable. Complete with all railroad lines into the city with thirty maps and diagrams, symbols, frequencies, rosters just $17.75. Other current editions: California $19.75, Northweset (OR/WA/ID/AK) $17.75, Mountain Plains (MT/WY/NE) $16.75. Altamont Press, PO Box 754-R, Modesto, CA 95353-0754. Accepts bankcards. Web Page: http://altamontpress.com 999

FOR SALE

FOR SALE: Full line Hobby Shop, downtown Grand Junction, CO, in mild climate, Western Colorado. Well established, 7 years. 970-245-5504. Eldon or Jean. 999

SUSSEX COUNTY, NJ - See trains from your backyard! In desirable executive neighborhood. Nearly new, 4 bedroom Colonial with 3 car garage on 3 acre lot. Coldwell Banker Green Realty, Realtors, 973-383-7300. 999J

COLLECTION OF Trains, Railfan, Model Railroader, RMC, and X2200, most from 1975 to present. Send SASE for complete list to: Randy Morgan, PO Box 1328, Corona, CA 91718. 1099

RAILROAD ART

COVER ARTIST for Locomotive Quarterly will consider commissions of original watercolor paintings, railroad and similar subjects. SASE for information. Robert Hauschild, 6 Starr St., New London, CT 06320. 1299

TED ROSE WATERCOLORS - Classic and contemporary subjects available. Commissions considered. Contact: Ted Rose, PO Box 266, Santa Fe, NM 87504. 505-983-9481. 1299TF

RAILROAD AUCTION

AMERICA'S PREMIER RAILROADAUCTIONS are jointly sponsored every April and October by THE DEPOT ATTIC and GOLDEN SPIKE ENTERPRISES. Additional auctions may be scheduled as needed. Consign your quality items. One piece to an entire collection. The combined knowledge and experience of America's largest and oldest railroadiana firms will earn "top dollar" for you. Auction catalogs contain full descriptions and many photographs. Our mailing list and advertising reaches thousands of collectors. Mail bids accepted. Information: RAILROAD AUCTION, 377 Ashford, Dobbs Ferry, NY 10522. 914-693-5858. 999

RAILROADIANA

RAILROAD LIQUIDATION: Train orders: M&P, B&O, W&M slides. Large assortment of train and trolley negatives and pictures. 3000,000 plus, dating back from the early 1900's up to 1970's. Collection of paper including accident reports, forms, magazines, etc. All inquires, write to: Dennis Rouse, 1166 Linden Ave., Baltimore, MD 21227, or call Denny, 410-247-0396, or dot at 410-788-2970. 999

TIMETABLES: Employee & public, annual passes, brochures, Official Guides and other railroad paper. Six catalogs issued yearly. Drop us a line and we'll add you to our mailing list. We also buy collections. Roundhouse Hobbles-RF, PO Box 4001, Stockton, CA 95204. 1199

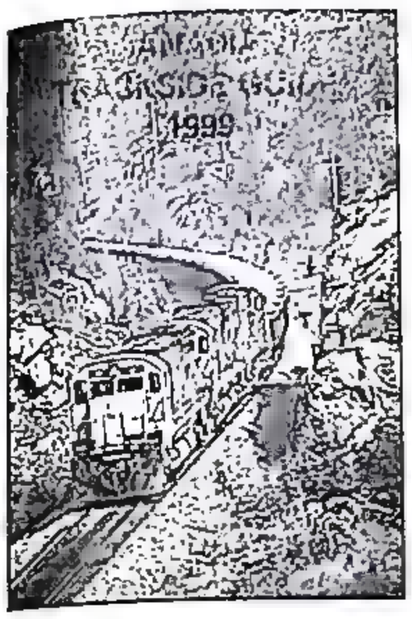
DINING CAR CHINA, glasses, silver, cloth. Annuals, books, magazines, menus, passes, playing cards. Tickets, timetables, rules, certificates, guides, etc. 55 cents in stamps on #10, SASE brings big list. James McClellan, 1752 S. Wichita, Wichita, KS 67213-5196. 1200

RAILROAD PHOTOS & SLIDES

25,000 DIFFERENT train depots for sale. Send $1.00 for list of your state. Roberta Niesz, 1715 B. Ave. N.E., Cedar Rapids, IA 52402. 12TF

QUALITY DUPLICATE COLOR SLIDES: Twenty slides per set, $12.00. Sets include Amtrak Heritage, ATSF, BN, CRIP, DRGW, Frisco, Katy, KCS, Mopac, SP and UP. List and sample $1.00. Trackside Slides, Dept. RF, 245 Robin, Bartlesville, OK 74006-2120. 1299

DUPLICATE COLOR SLIDES and prints, Amtrak, Conrail, CSX, Soo, Southern and others. List and 2 samples $3.00. Vernon Ryder, Jr., PO Box 92, Portsmouth, VA 23705. 999

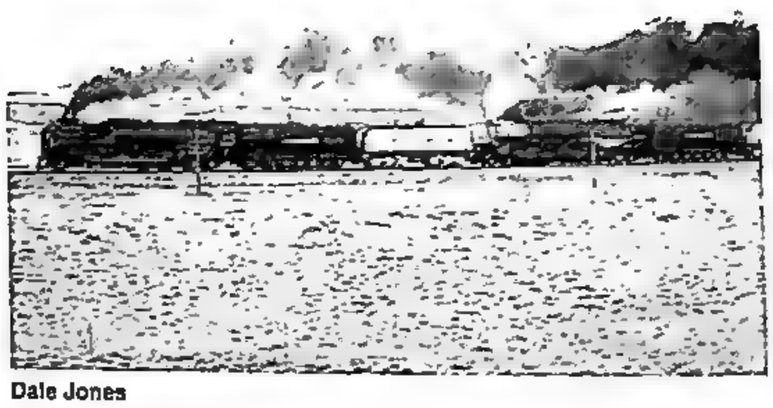


Canadian, plus C$4.50 shipping. U.S. orders deduct 20% exchange rate from total (pay a total of $19.56 U.S. per copy). Orders to Canadian addresses add 7% GST, except Newfoundland and Labrador, Nova Scotia and New Brunswick, add 15%.

Speaking of essential reference materials, the 18th annual edition of this veritable "Encyclopedia of Canadian Railroading" is an absolute must-have for anyone with any interest in Canadian railroads, especially if you have any plans to do any travelling and/or railfanning there. Like past years' editions, this latest volume from the Bytown Railway Society features complete, up-to-date information on all of the railroads of Canada, large and small — from rosters and radio frequencies to passenger train schedules and employee timetable-styled station page listings — all conveniently indexed and logically presented.

The book is divided into 18 parts, plus the index and various appendices. A section of handy city maps is a nice touch. And it doesn't confine itself strictly to Canada — U.S. railroads over which Canadian railroads have trackage rights or other interests are included as well. Make some more room on that reference shelf for this one.... — *G.F.*

NEXT MONTH RAILFAN & RAILROAD

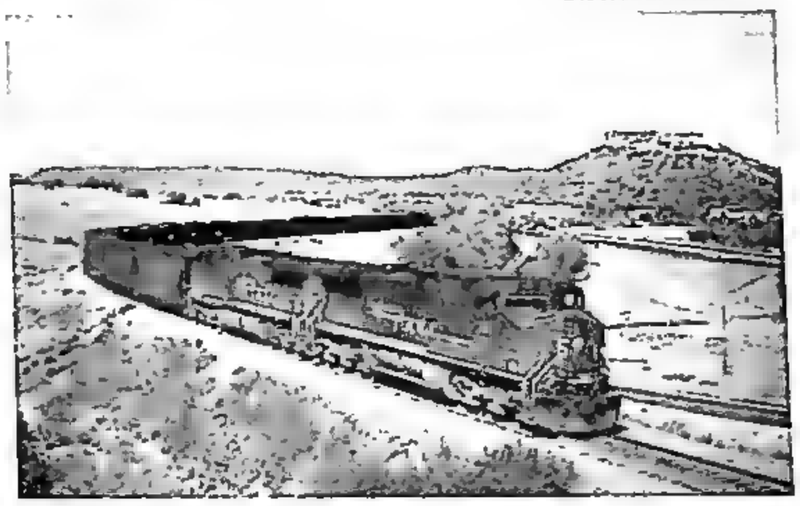


Dale Jones

• **RAILFAIR 1999: The biggest steam event of the decade closes out the millenium in Sacramento, California, as Railfair and the joint NRHS/R&LHS Convention bring together 3751, 844, 3985, 2467, 4449 and a host of smaller engines at the California Railroad Museum.**

Dr. Robert Harmen

• **THE JOINT LINE: South from Denver, Colorado's Joint Line is as busy as ever with trains from BNSF and Union Pacific sharing the road to Pueblo. Dr. Robert Harmen covers today's operations as both of the west's big roads send trains over this scenic line.**



OCTOBER 1999 ISSUE ON SALE SEPTEMBER 1

RAILROAD SOUNDS

QUALITY STEAM and diesel sounds, audio cassettes and CD's. Send LSASE for current list to: L&H Railsonics, Box 2435, Cupertino, CA 95015-2435. 400

RAILROAD TOURS

MEXICO'S COPPER CANYON spectacular rail fan trips. S & S Tours/800-499-5685; ss@ss-tours.com http://www.ss-tours.com 1299

RAILROAD VIDEOS

AL-CO video rental. The best in railroad video rental. Write today for free details. 3050 Edgewood St., Portage, IN 46368. 1299

107 MINUTE VIDEO of Streetcars of Omaha & Council Bluffs 1947-1955 Narration by author Richard Orr, mostly color $43.00 check or money order. Also: Streetcars of Omaha & Council Bluffs, hardbound, 348 pages 387 photos and 17 maps, by Richard Orr. $64.00 check or money order. GK Sales, PO Box 9062, Omaha, NE 68109-0062. 1299

WANTED

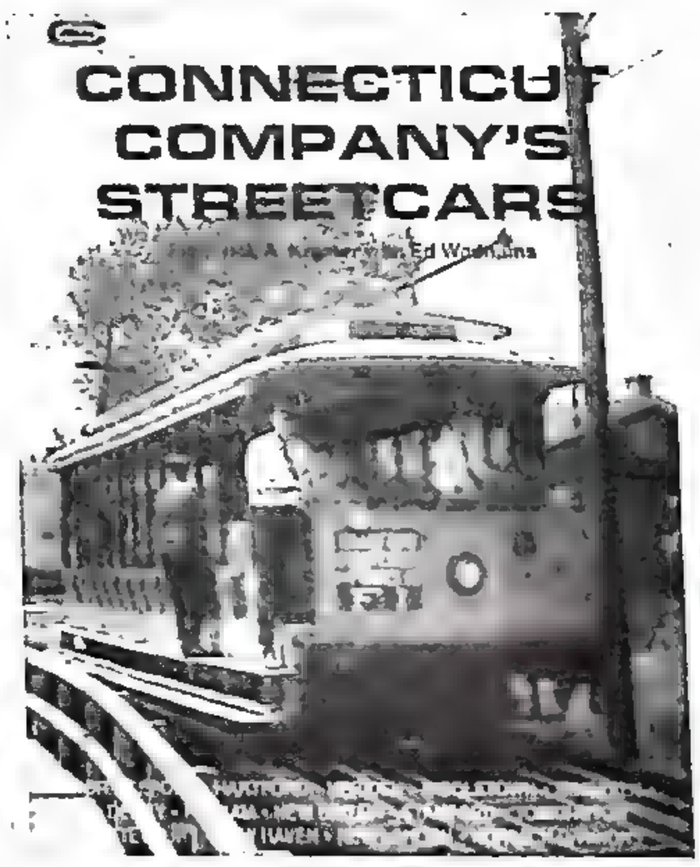
RAIL WRITER: Newspaper seeks experienced reporter to cover transportation. Knowledge of rail, air and highway issues required. We're looking for a skilled writer with a record of covering a heat and development expert sources at all levels. Send resume and 6-8 writing samples that demonstrate a full range of transportation coverage to: Classified Ads, Carstens Publications, PO Box 700, Newton, NJ 07860. 999

ORIGINAL HOWARD FOGG paintings (oil or watercolor) wanted. Contact John Atherton at 914-471-8152. E-mail JJAAMAPOU@aol.com 1299

WANTED:Illinois Central Dining Service items. IC cookbooks, menus, recipes, photos, booklets, ads, and promotional material from all eras. - Want silver, china, and flatware. Also interested in dining service items from subsidiaries VS&P, Y&MV, G&St, etc. Want, ICRR dining service correspondence and files. Copies OK. Would like to talk to former IC dining service employees. Alan R. Lind, 141 Hemlock Street, Park Forest, IL 60466. 708-748-7855. E-Mail:arlthp@aol.com. 1299

CONNECTICUT COMPANY'S STREETCARS

By Frederick A. Kramer with Ed Wadhams



Years have passed since yellow Connecticut Company trolleys criss-crossed the State of Connecticut with its roster of unusual wooden cars and assorted double truck open cars made famous for their trips to Yale football games packed with riders. Ownership in the Connecticut system lay in the New Haven Railroad. When the New Haven went bankrupt the trolley operation fell on hard times. Today the Connecticut Company remains alive on the Branford Electric Railway Museum as well as at the operating trolley museums at Warehouse Point and Kennebunkport.

Now a comprehensive book on the Connecticut Company's Streetcars has been written by Frederick Kramer, with Ed Wadhams. In addition to a brief history, there are over 150 photos, maps and illustrations of the renowned system.

S&H in US $2. per book, outside US $2. per book plus 20% for insured shipping. NJ residents add sales tax. Canadians add 7% G.S.T. Please allow 4-6 weeks for delivery. Prices subject to change.

DELUXE HARDBOUND EDITION
(C00083).....$26.95 + S&H
PAPER BOUND EDITION
(C00082).....$21.95 + S&H

To Order Call 1-800-474-6995

Carstens PUBLICATIONS, INC.
P.O. Box 700, Newton, N.J. 07860

Celebrate Our 35th Year
Prize Drawings - Discounts up to 35%
Monthly Specials on Books & Videos
SSAE for Information
BEN ROHRBECK TRACTION PUBLICATIONS
1003 N. Chester Rd., West Chester, PA 19380-6021

GOLDEN SPIKE ENTERPRISES INC.
★★★★ Railroad Memorabilia ★★★★
One of the nation's leading dealers in railroad memorabilia offers railroad dining car items, lanterns, and other railroadiana from the glory days of railroading.
Send $2, and large SASE for listing, refundable with purchase
Golden Spike Enterprises Inc. P.O. Box 422
Williamsville, NY 14221 (716)689-9074

Announcing The Book... THE JERSEY CENTRAL STORY
By Paul Carleton
This is a hard cover book with 224 pages that is wholly manufactured in the U.S.A.
Priced at: $37.95, order from.
D. CARLETON
P.O. Box 1827, Dunnellon, FL 34430

CATENARY VIDEO PRODUCTIONS
ENJOY THE FASCINATING RECORD OF OUR
VINTAGE MAINLINE STEAM
IN COLOR AND SOUND
Send #10 SASE For Flyer Of Current Tapes
Catenary Video Productions
Toll Free: 800-343-5540
FAX: 201-652-1973
Mail: 22-D Hollywood Ave. Ho-Ho-Kus, NJ 07423

WE'LL PUT YOU IN TOUCH WITH THE WORLD OF MODEL RAILROADING
Visit our website to find out who we are and what we do for you...
http://www.mria.org
Model Railroad Industry Association
303 Freeport Road
Pittsburgh, PA 15215
MRIA

TRANSIT CURRENTS

Major improvements

METRA ELECTRIC, the erstwhile Illinois Central suburban service, has major capital improvements planned for 1999, with a focus on stations. Stations that will see either new platforms or warming houses are at Hazelcrest, Richton Park, and 71st Street on the South Chicago branch.

Improvements to be made at East Hazelcrest include a brand new tunnel under the tracks, a new north entrance to the platform, including an elevator, and installation of a canopy roof. Parking will also be expanded. The Hyde Park area will see improvements in station facilities at 47th Street, 53rd, 55th-57th and 59th streets. In the future, the express trains on the main line will stop at the 55th-57th Street station because it is closer to the Museum of Science & Industry. The 59th Street station will see less train service, but the University of Chicago will change its shuttle bus services to reflect the alteration in train service.

At Blue Island, improvements will include a new platform, a gate house, improved lighting, a ramp to afford improved accessibility, and a train crew facility. The South Chicago branch will get a new terminal. The line currently dead-ends at 91st Street, although the right-of-way and some abandoned trackage extend further south. That area will now be developed into the new terminal facility, and the new end of the line will be at 93rd Street. The new terminal facility will provide much more room for patrons, including a 700-space parking lot, bus shelters, a kiss-and-ride lot, and other improvements. The work on the new South Chicago terminal will begin in 1999 and will be finished in 2000.

Finally, the Weldon yard and shop complex, which is to the south of the station at Roosevelt Road, will be rehabilitated. It is about time, because it has not seen major attention in 70 years. Inspections and minor repairs are made to the commuter car fleet at this shop facility. Thanks to Steve Scalzo for the news.

Pittsburgh plans to cut car stops

In an effort to speed up travel by Pittsburgh's light rail line, Port Authority Transit proposes to reduce the number of car stops. This idea started as part of the renovation of the South Hills light rail system, which involves rebuilding twelve miles of the old Overbrook, Library and Drake trolley lines. Hundreds of people who are concerned about the Port Authority's plans to consolidate a number of light rail stops have attended meetings. PAT believes that consolidation of stops is necessary to modernize the system and speed up service. The overall gain is an increase in ridership by cutting down travel times. Authority officials take the position that they would like to have about two car-stops per mile, a major reduction from the current level of about four car-stops per mile. More than a dozen stops on the Beechview line would have to be cut, along with a number of stops along the branch lines that feed the main line through Beechview.

In reconstruction of the Overbrook line, the plan is to have eight brand-new stations to replace the 22 stops on the old line. Many thanks to Jim Cerny for the information.

The Twin Cities PCC car

The Minnesota Transportation Museum is moving ahead on restoration of its PCC car. George Isaacs reports that the roof is complete with a trolley pole and trolley wheel that moves 600 volts worth of juice into the car. Now the crew is getting the motor generator set working. The front windows and many of the side windows have been installed and a large portion of the lower masonite interior panels are in place. Not all of the window operating handcranks work yet. The car exterior, according to George, is striped with the moss green. No.322 in gold leaf is on the headliner of the PCC.

Detroit peoplemover

Hapless (meaning having no luck, or unfortunate) is usually attached to the Chicago Cubs or the Detroit peoplemover. The peoplemover's problems started on October 24, 1998, when the huge building of Hudson's downtown department store in Detroit was demolished. In the building's implosion, parts of the structure fell on to the peoplemover fixed guideway and put it out of business for three months.

The peoplemover, though never the success that was hoped for, was nevertheless an extremely convenient 2.9-mile loop that afforded a means for thousands of people to make their way easily around the central business district of the town; it provided an efficient means of transportation to offices, stores and restaurants, as well as to events at the Cobo Center and the Joe Louis Arena. At best, the peoplemover carried about 8000 riders a day, covering about 15% of its operating cost from the farebox.

When the peoplemover system partially reopened on January 23, 1999, one segment of the circular line remained out of service and the remainder of the line was divided into two parts. One part operates from the Financial District station to Times Square, and this is called the Red Line. The other, dubbed the Green Line, runs from Greektown to Financial District. The Financial District station will act as the transfer point for passengers going from one line to the other. The area damaged by the steel beams falling from Hudson's demolition site will take some additional time to repair and three

PLEASE SEND any traction news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 825 E. 8th Street, Bloomington, IN 47408-3805.

by GEORGE M. SMERK

at Metra electric

peoplemover stations on that segment remain closed. Many thanks to Kenneth D. Borg for the news.

L.A.: Good news and bad news

Los Angeles motorists do seem to have a way of getting in the way of Metrolink commuter trains and Blue Line light rail trains, and it is not because of lack of crossing gates or flashing lights, locomotive whistles or any of the other things that usually discourage people from trying to get in front of a train, especially one that's almost on top of them. Grade crossings are a problem everywhere in the country, but they just seem to be worse in Los Angeles. To improve the situation, police officers are riding Metrolink train cabs to observe motorists and pedestrians. Citations are handed out to those who break the rules, such as not going around lowered gates.

Work is continuing on the Red Line subway to North Hollywood. Visitors will be delighted to discover that the Hollywood and Vine station has reproductions of the Brown Derby, a limo and other Hollywood symbols as shelters for passengers waiting to transfer to buses.

Rail transit ridership numbers in Los Angeles are setting records. The Red Line carried an average of 17,100 daily riders in April 1998, and the Blue Line also set a record with 31,600 riders as a daily average.

Metrolink provides an airport service, with eleven trains operating each day from Burbank Airport to Los Angeles Union Station and twelve trains running the opposite direction. If you have business in downtown Los Angeles, you might just want to fly into Burbank and take the train. It is not true that the Los Angeles International Airport, the redoubtable LAX, is in Panama. It just seems that far away from downtown. Thanks to John Allen Lee for all the news from Los Angeles.

Seattle tunnel

When the transit tunnel used by trolleybuses in downtown Seattle was built, rail was inserted in the floor to quell the complaints of those who wished to have the tunnel used for light rail. Now the tunnel is to be used by light rail and it turns out that the original rail was not properly installed. A membrane should have been included between the rail and the paving material to keep stray electrical currents from exiting into the earth and causing problems with metal and communications. Structural steel and the signal system would probably be the major victims of the currents.

But, expecting that changes would be needed, it appears the track work in the tunnel was so built that it can be removed easily and the proper job done. Even though the price tag is going to be $163 million, the work should be easier and more expeditious because the track was installed in the first place. In other words, the $4.4 million mistake of installing the rail comes as no surprise.

The tunnel is 1.3 miles long and it is expected that it will have to be closed for up to 24 months beginning in 2003 or 2004 for construction of the light rail line through it. Thanks to John Allen Lee for the information.

Orange County and light rail

Orange County, California, to the south of Los Angeles County, has experienced explosive suburban growth ever since freeways were built through the area. Now local leaders are beginning to seriously consider a $1.5 billion light rail line. The proposed line is part of the vision of community leaders to turn scores of sprawling suburbs into an urban metropolis.

The concept is capturing the imagination of citizens and apparently there is growing general support. Critics look at the price tag and express pain. Moreover, they contend that a rail line will only steal passengers from buses and will not attract customers from automobiles. One thing is for sure — just putting a rail line down will do little to shape growth or perhaps reduce traffic congestion unless the community supports the line by planning the patterns of urban growth. Land planning is a key part of what is necessary to obtain the best advantage from a rail system. High-density development around rail stations should be stimulated by careful planning and zoning. Thanks to John Allen Lee for the news.

Flashes

Once again on the radar screen is the idea of using **ELGIN, JOLIET & EASTERN** tracks to link some of the outlying suburbs of Chicago with a circumferential commuter rail service. A number of the communities are highly supportive and some are not so strong. In spring 1999, Hawthorn Woods and New Lenox will start working with the Metra commuter rail agency on the subject of sites for new railway stations along the EJ&E to serve their communities. This proposed development is probably five to ten years off. Thanks to Steve Scalzo for the information.

In 1998 the **CONNECTICUT TROLLEY MUSEUM** (Connecticut Electric Railway Association, 58 North Road, P.O. Box 360, East Windsor, CT 06088-0360; 860/627-6540) added 230 feet of new track to its line. This allowed the construction of a second loop at the back of the museum's property.

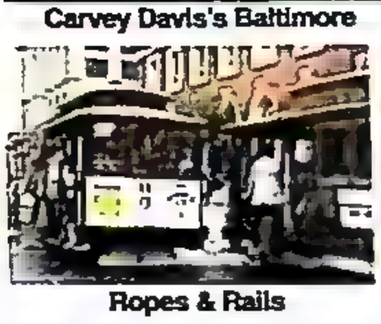
Promoters in **PITTSBURGH** are once again pushing maglev as a link between the new parking garage by the Civic Arena to a station near 6th and Grant streets in downtown. It's not a done deal yet. Thanks to Jim Cerny for the news.

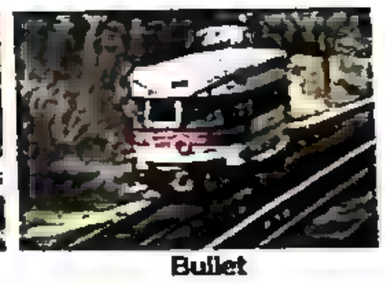
KENOSHA, WISCONSIN, has purchased five Toronto Transit Commission PCC cars to provide the new service that is proposed to open in 2000. The cars were renumbered to the 4600 series for use on the TTC's Harbourfront line. All were delivered in 1951 by Canadian Car & Foundry Company; CC&F finished off the construction of the cars using body shells built by St. Louis Car Company. Thanks to David Neubauer for the information.

TRANSIT GLORIA MUNDI
Captures the Spirit of the Trolley

Carvey Davis's Baltimore

We know what it takes to make exciting videos--skill, experience, and enthusiasm for the trolley car's rich heritage.


Ropes & Rails


Bullet

Thousands of railfans agree...nobody captures the Spirit of the Trolley better than **Transit Gloria Mundi.** Call today for our free catalog featuring many exciting traction titles.

Baltimore Light Rail

Steel City Traction

Let Transit Gloria Mundi take you back.

TRANSIT GLORIA MUNDI
36 East 27th Street, Dept. B-72
Baltimore, MD 21218
(800) 428-7003
All images digitized direct from our master tapes.

Don't Miss
'ALL ABOARD'
EVERY WEEK ON PBS
Cosponsored by

RAILFAN & RAILROAD
celebrating our 25th Year!

AND Cumbres & Toltec Scenic Railroad

Check your local listings for time and station in your area.

Woodstock RR
by Mead **$14.95**
Discounts to dealers plus $3.50 s&h
Soo-nipi Pub., Sunapee NH 03782

ELECTRO VIDEO
RAILROAD VIDEO SUPERSTORE
The Canadian Source For Titles From
STEEL RIBBONS, VIDEO CLASSICS, TRILLIUM, GPS RAIL INNOVATIONS, GTVP, RAILVIDEO, MacDONALD NEFF, HIGHBALL, SCHOLL, PENTREX, SEARCHLIGHT C. VISION, VIDEO 125, PLETS, & MANY MORE
ALL VIDEOS PRICED IN CANADIAN DOLLARS
Visa, MasterCard, American Express
HUNDREDS OF TITLES IN STOCK – FREE LIST:
ELECTRO VIDEO, P.O. BOX 24190
LONDON, ONTARIO, CANADA N6H 5C4
Phone 1-888-453-3361 Fax 1-800-244-8906
Web Video Clips: www.trillium-video.com

Real Operating
Steam Locomotives & Parts

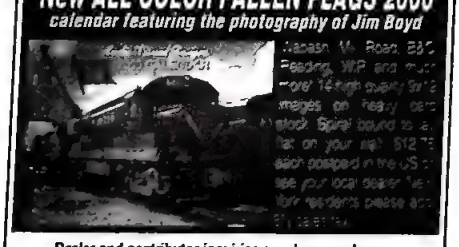
Locomotives	Used: QJ 2-10-2, SY 2-8-2 New: SY 2-8-2
Narrow Gauge Steam Locomotives	New or Used Price on Application
Spare Parts	Lubricators, Head Lights, Steam Wistles, Injectors, Air Compressors. Other parts on request

Contact: Mr. Qiang Ge (973) 331-7242
Multipower International, Inc.
P.O. Box 197, Towaco, N.J. 07082

Audio-Visual Designs
1964 • 36 YEARS • 2000
2000 ALL PENNSY CALENDAR
THE TRADITION CONTINUES...

The 2000 All Pennsy Calendar will be packed with steam, electric and diesels. Each 11x14 B&W photo is ideal for framing with a special surprise for December. Order the 16x22 calendar now for home, office and friends. Postpaid Price is $12.20 each or see your local dealer. New York residents please add 8% sales tax.

New ALL COLOR FALLEN FLAGS 2000
calendar featuring the photography of Jim Boyd



Dealer and contributor inquiries are always welcome.
Audio-Visual Designs
PO Box 977, Herkimer, NY 13350-0977
NEW e-mail: avd@borg.com
visit our website: www.audiovisualdesigns.com

MARKERS

EDITORIAL COMMENTARY

Farewell, Conrail

Steve Barry

CONRAIL DASH 8-40B 5062 passes the station in Mertztown, Pennsylvania, on May 29, 1999. This would be managing editor Barry's last official shot of Conrail before the CSX/Norfolk Southern takeover. At Hershey, Pennsylvania, associate editor Fletcher snapped his last official Conrail photo of a train powered by Dash 8-40B 5062 (**opposite**). It wasn't until comparing notes later that the two editors discovered their "last" Conrail train was the same one.

FOR THE PAST 23 YEARS we have lived with Conrail. We only had Penn Central for eight! But 23 years is an entire generation. There are young railfans out there right now who recall Conrail as the *only* major Northeastern railroad — they have no recollection of the Lehigh Valley, Erie Lackawanna, Jersey Central, Lehigh & Hudson River, Pennsylvania-Reading Seashore Lines, the Reading or even Penn Central, never mind the Pennsylvania, New York Central or New Haven.

Conrail was already well-established when I became a "serious" rail photographer. I had grown up with the PRSL only blocks from my boyhood home in Millville, New Jersey, but by the time I graduated college and had wheels and a camera, it was 1979 and Conrail was already three years old. Hard to believe, but during my freshman year at Rutgers University, with a dorm room overlooking the ex-PRR bridge over the Raritan River, Penn Central was still in its fading glory. All the black E44s, E33s and GG1s that crossed that bridge with the PC worms on the side were never recorded by me. In fact, I barely remember the PC era at all.

Conrail's first year in southern New Jersey brought with it a surprise — the PRSL branch to Bridgeton suddenly had an Erie Lackawanna Alco RS running on it. Once again, I paid little attention. I do, however, have some early Conrail stuff from South Jersey that's quite rare — for some reason Conrail painted a GP9 blue early on and assigned it to the Bridgeton branch. I only chased it once, but I got the shots.

Conrail's final weekend came as a bit of an anti-climax for me. I had planned to spend most of the final day, Monday, May 31, 1999, trackside but predictions of the railroad being completely shut down made me think that the day could be spent more productively doing other things (like yard work). I was tied up with activities at Steamtown National Historic Site all day Sunday, so Saturday the 29th became my last Conrail day. I joined the crowd at the annual PicnicRail, held along Conrail's busy ex-Reading line at Blandon, Pennsylvania, and spent the day merrily shooting away until the traffic suddenly died off in mid-afternoon. My last Conrail shot will go in the books as one of Dash 8-40B 5062 passing the station in Mertztown, Pennsylvania — a location I had never shot at before depite numerous trips to the area.

I guess it's appropriate that my last Conrail shot will be a unique one in my collection — *S.B.*

A memorable weekend

Conrail's end came during a memorable weekend for me, and the shot that ended up being my last Conrail image provided an appropriate end for a number of reasons. First, I was serving as best man at Kevin Burkholder's (editor of on-line rail magazine *Eastern Rail News*) wedding in Hershey, Pennsylvania, on Saturday, May 29th, then that night I had to high-tail it down to Nashville to take care of last-minute details in preparation for the Tuesday morning, June 1st, closing on the sale of my house there. That left a very small window during which to "pay my respects" on Conrail's last weekend. So, with about an hour of daylight left after the wedding and reception (which were very nice affairs, by the way), I retired the monkey suit and hopped over to the Route 743 overpass in Hershey, hard by the amusement park, with the famous chocolate factory as a backdrop, and hoped for the best. It was a shot I'd tried to get two or three times before, but never hit it right. This time, though, when it really mattered, Conrail came through, with the train pictured here. And that was it, my final Conrail frame. Then it was on to I-81 south and Music City. The real irony hit when I got back to the office, got my slides processed and compared my last shot with Steve's! — *G.F.*

Conrail Contributors

After our initial fears of not getting enough entries due to foul weather or system shutdown (our back-up plan, by the way, was "Steve and George's Favorite Conrail Photos That Could Be Found By Press Time"), we were quite pleased with the avalanche of entries for the Conrail's Final Days PHOTO LINE. In the end, we received a total of 430 slides from 62 different photographers. The only drawback to this terrific response was that so many great shots didn't make it in. Consider the statistics: with 22 shots used (23 including FINAL FRAME) (okay, 24 including the cover), only about five percent of the entries — roughly one in 20 — could be included. Believe me, it was not easy whittling them down, and even with the piece completed and shipped, we're still grumbling over having to leave out some favorites! Our thanks to all of the photographers who participated: Ronald H. Baile, Doug Barron, Robert L. Bennett, William Bokeko, Rich Borkowski Jr., Jeff Brouse, Tim Bruno, Brian Carlson, Peter L. Davies, Harold A. Edmonson, Frank Etzel, Pat Fahey, Bob Gallegos, C.H. Geletzke Jr., Chris Haines, George Hamlin, Scott Harris, Dick Herbert, David Hobbs, Mark W. Hoffman, Mike Hoppe, Thomas Horvath, Edward Houk, John Joseph, Aaron Keller, Mark Kerlick, Stephan M. Koenig, Gary R. Kraus, David Leonard, Mark Leppert, John P. Locke, David Manning, Alex Mayes, Brad McClelland, Reggie McGee, George A. McKay, Alexander D. Mitchell IV, Ken Nagel, Justin Oates, James Olmstead, Frank Powell, George Poval, Torin Reid, Kurt Reisweber, Robert Reisweber, Jim Rhodes, Mark Samuelson, Gary R. Schermerhorn, Thomas R. Schultz, Scott Snell, James Springer, Larry R. Stiles, John F. Sullivan, J.W. Swanberg, Pete Swanson, Dan Tomajko, Jesse Vallely, Matt Van Hattem, William, Ed Wolfe, Jack Wright and Ken Young. Now it's time to get your entries in for our Cover One contest. See details elsewhere in this issue.

George

George Fletcher

DURANGO & SILVERTON
NARROW GAUGE
RAILROAD
& MUSEUM
Make plans to celebrate the Millennium in 1880's style!
Enjoy a turn-of-the-century celebration aboard the historic steam-powered Durango & Silverton Narrow Gauge Railroad.
Moonlight Millennium Train on Friday, December 31st, 1999 departs at 7pm. $75 per adult. Hors d'oeuvres, Champagne, Entertainment & More!
Cascade Canyon Winter Train runs daily at 10am.
$42 per adult. $21 per child.
Call for reservations.
Time is running out! 970-247-2733
D&SNGRR • 479 Main, Durango, Colorado 81301 • www.durangotrain.com

6 Color Calendars for 2000
from McMillan Publications
2000
McMillan Publications
BNSF Color Calendar
2000
McMillan Publications
Conrail Color Calendar
2000
McMillan Publications
CSX Transportation
2000
McMillan Publications
Norfolk Southern
2000
McMillan Publications
Santa Fe Color Calendar
2000
McMillan Publications
Union Pacific
$12.95 Single Copy Price
Shipping and Handling: U.S. Customers $4.75 per order
Canadian and foreign: $6.00 for first calendar; $2.00 for each additional
Special Offer: order additional calendars and save!
Buy two for $23.96; three for $34.95; four or more $11.50 each
Offer valid for any mix of calendars only if ordered at one time and shipped to a single address
Each calendar opens to 14 x 22 inches and features 13 color photos
U.S. and Canadian Credit Card Holders Order Toll Free
1-800-344-1106
• MasterCard
• Visa
• Discover
• American Express
Colorado residents add 7-1/2% tax
McMillan Publications, Inc.
9968 West 70th Place
Arvada, Colorado 80004-1622
Information: (303) 456-4564
24-hour Fax (303) 456-2049
Email: FP45@AOL.com

Railroad Museums, Tourist Lines & Dinner Trains help keep the history and spirit of railroading alive through entertainment, education, and involvement. We invite you to visit, enjoy and support these great museums and attractions.

MUSEUMS, TOUR LINES & DINNER TRAINS

ILLINOIS RAILWAY MUSEUM — *HOME OF THE NEBRASKA ZEPHYR*

Steam, Diesel Trains, Electric Cars

Thursday, August 26 - U.S. Postal Service First Day of Sale Celebration for New Commemorative Stamps

ALL ABOARD!

Send $3.50 for 32 page Guide Book or #10 SASE for Color Brochure with schedule & discount coupon.

Located in Union, IL (McHenry Co.) near Marengo exit I-90 • 35 miles from O'Hare. Info: Schedules (taped): (815)923-4000 Lodging: (847)695-7540 http://www.irm.org/

Illinois — a million miles from monday

ILLINOIS RAILWAY MUSEUM
PO Box 427
Union, IL 60180

Great Railfan Hot-Spot!
75 yards from BN/SF mainline...
Soo Line right across the river!
12 rooms (4 new suites).

RIVERVIEW MOTEL
PO Box 246, 11321 Main Street,
Trempealeau, WI 54661
For Info. & Reservations (608)534-7784

STEAM & DIESEL, VINTAGE RR EQUIPMENT

Trips thru Wisconsin's rolling farmlands, scenic St. Croix River Valley, wilderness of Minnesota. Board at historic 1916 SOO Line depot in Osceola. Sat., Sun., holidays May 29 - Oct 24. Charters and special steam excursions available.

OSCEOLA & ST. CROIX VALLEY RAILWAY
PO BOX 176, OSCEOLA, WI 54020
(800) 711-2591 • www.mtmuseum.org

SERVING PRESTON COUNTY WV COAL SINCE 1887

The friendliest little railroad in West Virginia!

WEST VIRGINIA NORTHERN

Home of rare SW1200 #52 with dynamic brakes and M.U. control for our beautiful mountainous terrain!

CALL FOR SPECIAL CHARTER RATES!

Over 100 years of Railroad and Mining history through the pristine mountains of Preston County on *average 4.5% grade!* We've got something for everyone... Dinner trains, theme trains, or even "be the engineer"!

Call today for schedule and info:
1-800-253-1065
West Virginia Northern Railroad
P.O. Box 424, Kingwood, WV 26537

CONWAY SCENIC RAILROAD

Experience the Golden Age of Railroading as you journey through spectacular Crawford Notch (5 5-1/2 hr.) aboard the "Notch Train", or travel through New Hampshire countryside on the "Valley Train" with departures to Conway (55 min.) and Bartlett (1 3/4 hr.).

Two Great Trains-Three Unique Excursions!
"Valley Train": Wknds: mid-April to mid-May, Nov. & Dec.
DAILY: mid-May thru late Oct.

"Notch Train": Tues.-Sat, June 22 - Sept. 11
DAILY: Sept. 14 thru Oct. 15

25th Annual Railfan's Days: Oct. 16&17, 1999
SASE for Brochure

CONWAY SCENIC RAILROAD, INC.
P.O. Box 1947, North Conway, NH 03860
http://www.conwayscenic.com
603-356-5251

This is your last opportunity to join CARSTENS 5TH ANNUAL RAIL TOUR

IRELAND

WALES • ISLE OF MAN

Ireland tour per person
double occupancy, $3,399;
single occupancy, $3,899.

You must act now if you wish to join Hal Carstens on this fabulous tour with a very select group of modelers/railfans. The weather should be great. This tour is limited to not more than 25 people. This is a two-week tour leaving New York Sept. 4 (Labor Day week end) and returning Sept. 15. You'll be traveling mostly by rail with flying machines to take you over the puddles.

For full information today or use our fax number: 1-973-383-4064.

e-mail: hal@carstens-publications.com

Connecting flights to New York arranged by our travel partners: World Rail Travel.

GOURMET DINING EXCURSIONS YEAR-ROUND

BRUNCH
LUNCH
DINNER
707-253-2111

Napa Valley Wine Train
1275 McKinstry Street, Napa, CA 94558

BLUE RIDGE SCENIC RAILWAY

BLUE RIDGE SCENIC RAILWAY
Blue Ridge, Georgia

Departs Blue Ridge Depot
Fridays & Saturdays, 10 AM & 2 PM,
Sundays, 2 PM
26 mile round trip through Murphy Jct., along the Toccoa River to McCaysville, Georgia
Adults-$22, Children-$12, Under 2-Free

TICKETS & INFORMATION:
800-934-1898

CHARLIE RUSSELL CHEW CHOO est. 1994

CENTRAL MONTANA

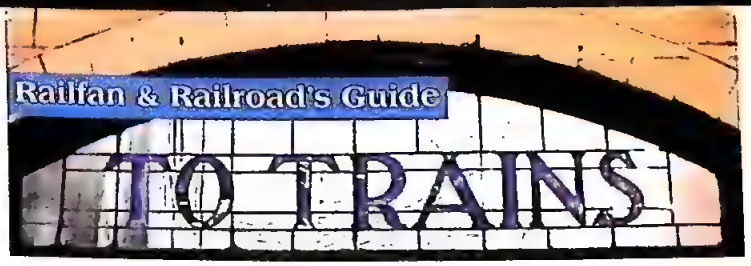
Montana's Premier Dinner Train
Lewistown, MT

Saturdays May 29-Sept 25
3 1/2 hours, Prime Rib with Live Entertainment
Special Trips Available

$75 Per Person
Gift Certificates Available
For more info call Lewistown Area Chamber of Commerce
406-538-5436

For RESERVATIONS CALL
406-538-2527
email: lewchamb@lewistown.net
internet: www.lewistownchamber.com

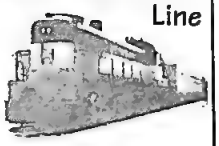
Trains can be a cause of excitement for kids of all ages... please remember the importance of safety whenever you and your family are near a railroad right-of way. Stay alert, avoid dangerous play, and respect the rules and regulations of the attractions you visit.



MUSEUMS, TOUR LINES & DINNER TRAINS

All Aboard! **ELDERBERRY** Line

Enjoy a scenic 28-mile ride through Carroll County



$10 Adults
$8 Children
(Group Rates Available)

Train operates Mid-June thru October
also Christmas Runs
Call for Schedule

(330) 627-2282

Carrollton Station, High St. Carrollton, OH 44615
http:/www.AdvantagePages.com/Elderberry

BOONE & SCENIC VALLEY RAILROAD CATCH THE TRAIN

Historic equipment, 14-22 mile trips, Free Museum. Steam locomotives & electric interurbans on weekends, diesels during the week. Operating daily Memorial Day until Oct. 31. "1st Class Wolf Train" & "NEW Dinner Train" on weekends, check schedule & motive power. Call ..

Boone & Scenic Valley Railroad • Boone, Iowa • 1-800-626-0319

Yolo Shortline Railroad & Golden River Line Luxury Railcars

Ride through Majestic Farmlands and along the Sacramento River. Old West Lunch Cruises and Great Train Robberies Third Saturday May-October. Steam Engine Operates Third Weekend of the Month.

Call about our Brunch/Dinner/Pizza Specials.

1965 East Main Street, Woodland, CA 95776
Information / Reservations 800-942-6387
Website: www.ysrr.com

ROARING CAMP & SANTA CRUZ BIG TREES RAILWAY

Two Historic Railroads, Ride antique steam locos thru giant redwood forests or turn of the century passenger coaches to the beach & Boardwalk in Santa Cruz. Ride steam up one of the steepest narrow gauge grades in the Northern Hemisphere.

PO BOX G-1, FELTON, CA 95018
6 miles north of Santa Cruz on Graham Hill Road
Phone: (831) 335-4484
www.roaringcamprr.com

COG WHEEL ROUTE MANITOU AND PIKE'S PEAK

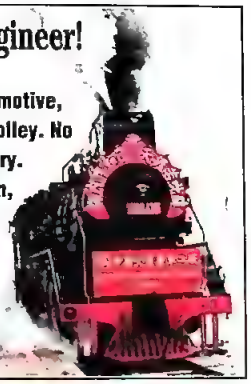
For over 100 years, the world's highest cog railway has been transporting passengers in safety and comfort to the 14,110-foot summit of Pikes Peak, the mountain that inspired *"America The Beautiful"*.

Reservations advised: (719)685-5401
•Gift Shop •Snack Bar •Major Credit Cards
MANITOU & PIKE'S PEAK RAILWAY
PO Box 351, MANITOU SPRINGS, CO 80829
www.cograilway.com

You're the Engineer!

One day class in a Chinese steam locomotive, diesel or electric trolley. No experience necessary. Hands on instruction, great fun. Limited!

1-800-626-0319
Iowa Railroad Historical Society
Boone, Iowa 50036



Crossroads Village
Huckleberry Railroad

MICHIGAN'S ONLY NARROW-GAUGE STEAM RAILROAD.

- Travel in historic wooden coaches pulled by Baldwin locomotives.
- Excursions several times daily May 18 - August 29 and weekends through September 27. (Closed Mondays)
- Railfans Weekend August 14-15
- Halloween Ghost Train and Christmas display with over 400,000 lights.

Located just north of Flint, Michigan. Easy access off I-69 and I-75

INFORMATION AND RESERVATIONS 1-800-648-PARK
5045 Stanley Road
Flint, Michigan 48506

ALL ABOARD!
Steam Engines & Vintage Cars

The BLACK HILLS CENTRAL RAIL ROAD
THE 1880 TRAIN

The 1880 Train
Departs Hill City and Keystone - 2 hour trip
• HIGHLINER SNACK SHOP
• DEPOT GIFT SHOP
Open Mid-May thru Early Oct.
Information & Reservations
(605) 574-2222
or write
PO Box 1880
Hill City, SD 57745
www.1880train.com

Feel The THUNDER

Climb grades of 2.8% on a 3-hour round-trip through The Narrows, Helmstetter's Curve and 914-foot Brush Tunnel. Riders enjoy a 1 ½ hour layover at the historic Frostburg Depot, complete with turntable. We offer steam excursions, murder mysteries, dinner trains, and much more! For a free brochure call us at 1-800-TRAIN-50

Western Maryland Scenic Railroad
13 Canal Street,
Cumberland, MD 21502
www.wmsr.com

Featuring the 1920's era Railway Motor Car
DORA DOODLEBUG

MOUNT DORA Scenic RAILWAY CO

A one-hour vintage rail excursion thru scenic countryside, historic downtown Mount Dora and along the shore of Lake Dora.

Charters and Gift Certificates Available
CALL FOR FREE TIMETABLE!
800-625-4307 • 352-383-4368
Fax 352-383-9360
P.O. Box 641, Mount Dora, FL 32757

INDIANA TRANSPORTATION MUSEUM
P.O. Box 83
Noblesville, IN
46061-0083
(317) 773-6000

Rail trips every weekend April thru October

RAILFAN WEEKEND Sept 11
Day long rail adventure! NKP 587 Steam Power, plus back-to-back F7's, Photo run-bys with steam powered freight train and more. Catered lunch. All for only $60.

Enjoy Breakfast on the Diner.
A hearty breakfast prepared and served in the best Dining Car tradition. Limited Seating! $10.

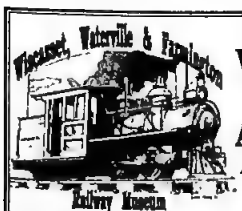
Night Photo Session. Steam & diesel. Constant lighting for still & video Run-bys Only $25

BE AN ENGINEER Sept. 12
Learn to operate a Steam or Diesel Locomotive!

For reservations Call: The Museum Gift Shop
Tuesday thru Sunday 10 a.m. to 5 p.m. CDT
317.776.7887

http://www.itm.org
For local tourist info call 1 800 776 8687

Wiscasset, Waterville & Farmington RAILWAY MUSEUM
Annual Picnic
AUGUST 14 & 15, 1999, 9AM-5PM



97 Cross Rd., Alna, ME 04535

Come enjoy Maine 2-foot railroading at its finest! Ride behind STEAM on original WW&F 2-foot gauge rolling stock. One mile+ round trip. See the recent progress in restoring the WW&F Railway. Members & visitors alike are welcome! 4.7 miles north of Wiscasset on Rt. 218, take a left at the Cross Road.

Phone: (207) 882-4193
http://lincoln.midcoast.com/~wwfry

Mad River & NKP Railroad Museum

Ohio's Largest Train Museum

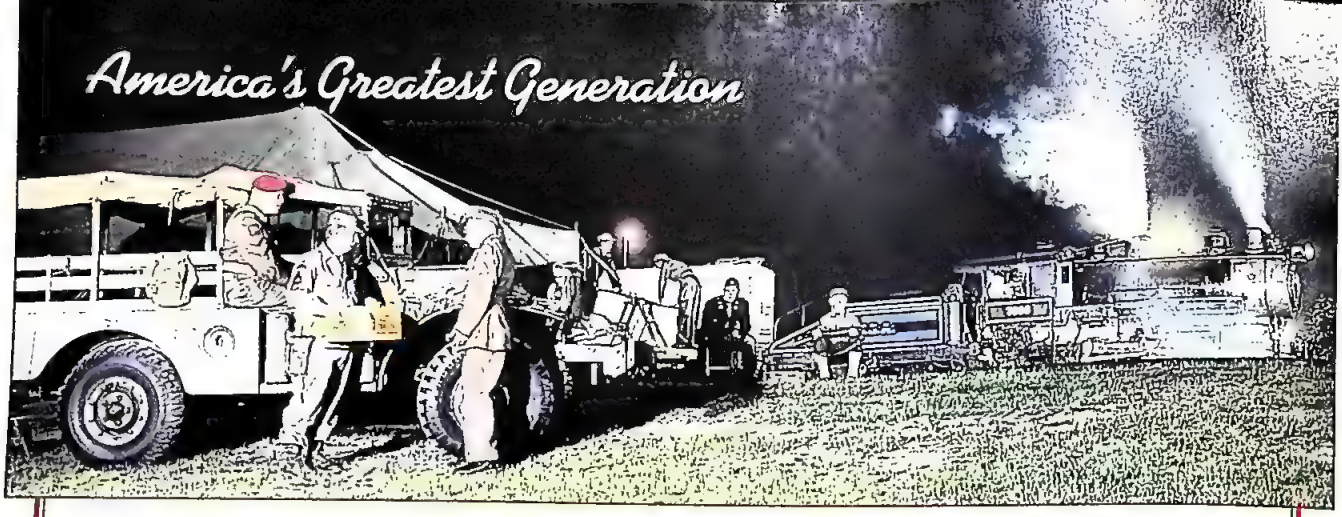
Located: 253 Southwest St. in Bellevue

Open 1-5 PM daily from Memorial Day through Labor Day; weekends only in May, September and October

Visit our web site - www.onebellevue.com/madriver

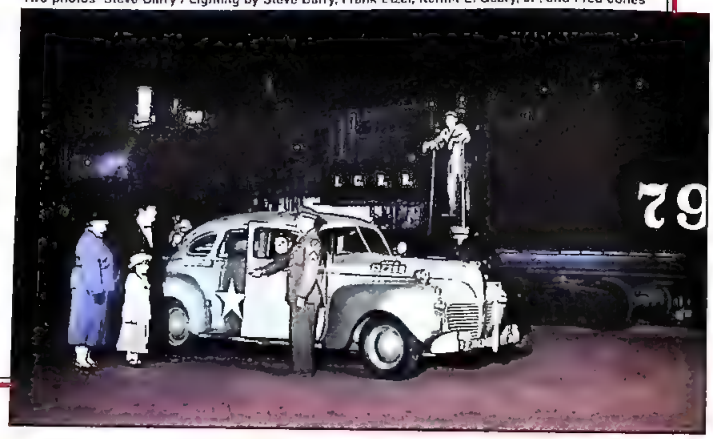
Mailing address:
233 York Street,
Bellevue, Ohio 44811-1377

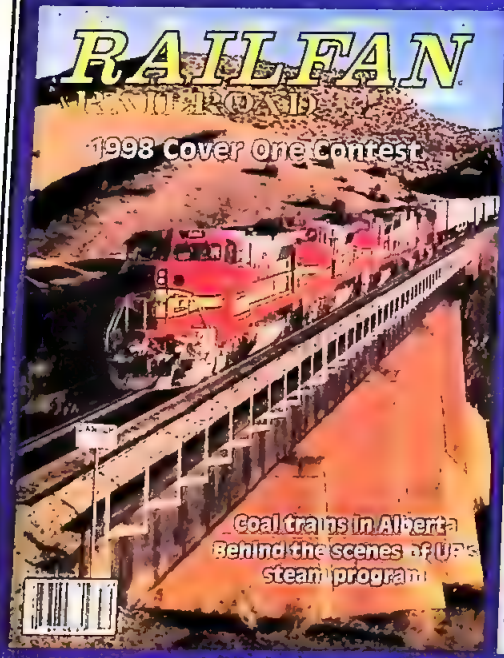
1-419-483-2222



STEAMTOWN NATIONAL HISTORIC SITE held its *Memorial Day Celebration — A Tribute to America's Greatest Generation* on the weekend of May 29-31, 1999. Highlighting the event was a World War II theme, including reenactors in military garb, equipment displays and swing dancing. A night photo session was held on Sunday night, with several WWII reenactors on hand for the event. RAILFAN & RAILROAD sponsored the lettering of Baldwin Locomotive Works 0-6-0 26 as "USA 7533," and the former shop switcher made quite a backdrop for the troop encampment at the park (**above**). An Army man looked down from Illinois Central 2-8-0 790 as civilians were ushered into a military car (**right**). The night session was organized by NPS Ranger (and WWII memorabilia collector) Kenny Ganz and sponsored by the Lackawanna & Wyoming Valley Chapter NRHS.

Two photos Steve Barry / Lighting by Steve Barry, Frank Etzel, Kermit E. Geary, Jr., and Fred Jones





Go ahead... Give us your BEST SHOT!

Take a shot at getting your photo on the front cover of the December 1999 issue of *RAILFAN & RAILROAD* by entering our 1999 "Cover One Contest." Send us one or more of your best color transparencies or prints which capture the power and thrill of trains in action. To be considered, images must fit the vertical format of our cover, with room for the *RAILFAN & RAILROAD* title banner across the top. See the August 1999 MARKERS column for details. Closing deadline for entries is September 8, 1999. The First Place winner will appear on the December cover, and the Second Place photo and several Runners-Up will be featured inside. Also, cash prizes of $200 for First Place, $100 for Second Place and $50 each for the Runners-Up will be awarded.

All entries, including winners, will be returned after winners are published. Send your entries to:

COVER ONE CONTEST

Railfan & Railroad

P.O. Box 700, Newton, NJ 07860

Green Frog's
NEW Video's and CDs...

Norfolk Southern Volume 2
The Tennessee Division

Follow Green Frog's cameras as they track down the NS on our second action filled Norfolk Southern tape. Volume 2 covers the action between Debutts Yard in Chattanooga to the crew change point at Oakdale. In between you'll follow spectacular action, including train meets, great overhead shots and "low-boy" views nearly under the train, as well as the diversity of locomotive power so akin to the Norfolk Southern. The train action on the steep grades, sharp curves and the heavily wooded scenery make this NS tape a "MUST HAVE"

...#53172... Approx. 60 Minutes...$29.95 + s&h

CSX-Volume11 Greenwood to Atlanta
(Abbeville Subdivision)

Travel with Green Frog on an action packed trip over CSX's Abbeville Sub. This tape picks up at Greenwood, South Carolina, briefly featured on our very popular CSX-10 video, and covers the line all the way to Atlanta.

Spectacular coverage of the long bridge over the Hartwell Reservoir, train meets, action at Abbeville (crew change), fast runbys, as well as some archival footage from the early 80's of scenes in and around Atlanta, including the now defunct New Georgia Railroad...

Tape # 53171...Approx. 60 Minutes...$29.95 + s&h

Green Frog's NEW NEW NEW CDs...

Spectacular CD's now available! Audio taken from original DIGITAL and DBX Analog Source material captured on location! Each CD has awesome stereo sound unmatched on any of todays recordings! Check out these CD's... **ONLY $14.95 each + s&h**

Steam Soliloquy... Narrow gauge, old and modern standard gauge. From Pacific's performing weekly duty, to 0-6-0's working away at museums; from the fastest of today's restored locos, those sounds of steam are here for you today to enjoy! **60 Minutes... CD order #60005**

Sounds of 1218... Little introduction is necessary for this spectacular locomotive. From fast paced run-bys to yard action, and screaming whistle road crossings, you"ll live the power and majesty of then the worlds most powerful operating steam loco..
53 Minutes...CD order #60006

Sounds of CSX 10... All the audio for this and many of Green Frog's other video's is recorded on the finest microphones and equipment, we thought many of you would like to share the fabulous sound recorded in the field with us...so here is the railroad sound portion of the audio soundtrack from CSX-Volume 10!!
60 Minutes...CD order #60007

Sounds of the K-27... The ex-Rio Grande K-27, #463 as captured en-route between Chama and Antonito...**66 Min... CD order #60000**

Sounds of Shays... Cass/Mower Shays, and ex-Westside captured on location in West Virginia and Colorado...**67 Min...CD order #60001**

Sounds of the Joint Line... Diesel sounds like you've never heard them! The Joint line BEFORE the BNSF merger...**56 Min...CD order # 60002**

Thundering Narrow Gauge... Both the Cumbres & Toltec, and the Durango and Silverton. For you Rio Grande Fans, this means you'll hear the K-28s, K-36s, and K-37's!.. **34 Minutes...CD order #60003**

Remembering Steam—Cab Ride.. 45 minute trip in the cab of a 2-8-0 On the 5 mile Tennessee Valley Railroad Museum. From both stations, steep grades, tunnels, turn on a wye and turntable. Sharp barking exhaust sounds.. .beautiful "tunes" on the whistle... **45 minutes...CD order #60004**

Call, Write, or E-Mail Green Frog and check out our NEW PRODUCTS!!
We have a Variety of T-Shirts AVAILABLE NOW!!

Green Frog Productions
1-800-227-1336
NEW NEW ADDRESS
Suite 40 - PMB - 419
4880 Lower Roswell Rd
Marietta GA 30068
8am to 5pm Mon-Fri and 24 Hour Automated Ordering

E-mail - grnfrog@mindspring.com Website - greenfrog.com

Visit our incredible WEB site--full catalog, great sounds, video clips, tons of links, and you can place a secure order as well!

Shipping & Handling: 1 tape $5.00 Any other item $1.00 Each
Canada: 1 tape $6.00 Any other item $1.00 Each
Tapes in U.S. shipped Priority Mail.

FINAL FRAME

Photo by Alexander D. Mitchell IV

In a last act as an employee of Conrail, conductor D.T. Purcell applies decals to the sign marking Conrail's ex-Pennsylvania Railroad yard in Northumberland, Pennsylvania, on Sunday, May 30, 1999. When operations resume on Tuesday, the Northumberland Yard and D.T. Purcell will be working for Norfolk Southern.

email us at:
ronsbooks@aol.com
Visit our website:
www.ronsbooks.com

Ron's Books

MasterCard VISA

P.O. BOX 714, HARRISON, NY 10528
(914)967-7541 11AM to 10PM EST; FAX (914)967-7492 24HR

YOUR ONE STOP BOOK AND VIDEO SHOP

Discount Prices & Never a Shipping Charge within the U.S.

Special Offer-While Supplies Last!

Donner Pass 48.00
Heart of the Reading 20.00
The President Travels by Train 31.00
Union Pacific 1990 . . . . . .40.00

The A7 Era 36.00
Across the Canadian Shield 34.00
Alabama Railroads 36.00
Alcos to Allentown 27.00
Alco Official Color Photography (Appel) . .40.00
Alco Reference #1 Builders Photos 27.00
A Long Haul-New York State Barge Canal .23.00
American Car & Foundry 64.00
American Steam Locomotive (Solomon) . .27.00
Anthracite Rebirth 49.50
Balt.& Ohio RR Stations & Towers-Niagara Div .18.00
B&O Steam Finale Vol 2 . . . . . .22.00
Berkshires of the Nickel Plate Road 25.00
The Big Guys (Olmsted) 34.25
Boston & Albany NYC in N. England V1or 2 . .ea45.00
Boston & Maine - Three Colorful Decades .54.00
Brooklyn Rapid Transit in Queens 27.00
Building the Independent Subway 15.00
Burlington Locomotives 1970-1996 . . . . .44.00
Burlington Route Color Pictorial Vol 2 . . . .45.00
Cabooses of the Santa Fe Railway 43.00
Chicago Transit 31.50
Classic Locos Vol 4 RS3 (Plant) 36.00
Comp. Guide to Industrial Locomotives 2nd Ed .21.00
Compendium of Railroad Radio Frequencies .17.00
Cotton Belt Color Pictorial 45.00
Covered Wagon Mystique 30.00
Crossroads of the West - Utah 45.00
Diamond Bugs -Rail Motor Cars - Erie RR .14.00
Erie Railroad Bradford Branch 22.50
Freight Terminals & Trains (Droege) S/C . .40.00
Ghost Trains 14.00
GP20 & SD24 EMD Turbocharged Duo . . .27.00
The Great Northern Color Pictorial Vol. 5 . .58.50
Great Northern Steam & Electric (MS) Color .44.00
Hedley Doyle Stepless Streetcar 20.00
Hidden Treasure- Ohio River & Western . .40.50
Interboro Fleet 33.50
Iron Rails in Seneca Land 22.50
Lackawanna Railroad Trackside (MS) 44.00
Lackawanna - Superpower RR of the Northeast .25.00

OLDIES BUT GOODIES (Limited Quantities)

20th Century Limited 1938-67 (Cook) 18.00
American Train Depots & Roundhouses . .27.00
Canadian Rail Car Pictorial Vol 1 . . . . . .20.00
Canadian Rail Car Pictorial Vol 2 Part 1 . . .20.00
Canadian Rail Car Pictorial Vol 2 Part 2 . . .20.00
Canadian Rail Car Pictorial Vol 3 Part 1 . . .20.00
Canadian Rail Car Pictorial Vol 3 Part 2 . . .20.00
Circus Moves by Rail H/C 49.50 . . . .S/C 36.00
Colorado's Modern Narrow Gauge Circle . .30.00
Connecticut Company H/C 24.50 . . . .S/C 20.00
Conrail Commodities 45.00
Del. & Hudson (Shaugnessy) H/C 63.00 .S/C 31.50
EMD SD60 Series 27.00
GE Dash 8 . . . . . .22.50
Gotham Turnstiles 30.50
Iron Rails to Alaskan Copper 22.50
Kennebec Central & Monson RR 14.50
Norfolk Southern Diesel Locomotives 18.00
Pioneer Railroads 22.50
PRR Heavyweight Passenger Planbook . . .18.00
Pullman Paint & Lettering Guide 22.50
Revolutionary Diesel EMD FT 22.50
Santa Fe Railroad Color History 18.00
Sternwheelers & Steam Tugs 36.00
UP Steam Challenger Portraits 25.00
Winston Salem Southbound 22.50

"WHATS NEW?"

Altoona and the PRR -Between a Roar & a Whisper 18.00
America's Driving Force (Walthers) 45.00
Amer. RRs of 19th Century-Wood Engravings 40.50
Arkansas Valley Interurban 16.00
Atlantic Coast Line-Pass.Service-Postwar Yrs 25.00
Baltimore & Ohio Steam (Durham) 19.00
Boston & Maine Trackside with Arthur E. Mitchell 44.00
Bonanza Narrow Gauge RR - Klondike Mines 18.00
Burlington Road Steam (Durham) 19.00
BNSF 1998 Annual (Delgrosso) 32.00
Chesapeake & Ohio Vol 1 (EuDaly) 54.00
Chessie System Diesel Locomotives 34.00
Chicago & No. Wstrn Official Color Photography 44.00
Classic Freight Cars V II Covered Hoppers-Color 25.00
CNW Final Freight Car Roster 58.50
CNW Locomotive Facilities/Engine Terminals H/C 45.00
Conrail The Final Years - Revised 45.00
Denver & Rio Grande Western Super Power .26.00
Done Honest and True 27.00
From the Cab 14.00
Illus. Encyc. of RR Lighting Vol 1 w/supplement 68.00
Jersey Central Steam (Durham) 19.00
Kansas City Southern in Deramus Era 45.00
L&N Cumberland Valley 27.00
NEB&W Guide to Steam Era Kits Part A . .27.00
NEB&W Guide to Steam Era Kits Part B . .31.50
NEB&W Guide III 34.00
NY Central's Great Steel Fleet (revised ed.) 26.00
The Outer Station (Pennsylvania) H/C . . .35.00
Pacific Electric in Color Volume 2 . . . . . .44.00
Pennsylvania Trolleys in Color Vol 3-Pittsburgh 44.00
Prairie Crossings - Illinois 1990's 50.00
Pueblo's Steel Town Trolleys 27.00
Rails through Manyunk 18.00
Reading Railroad Station Pictorial Vol 1 H/C .35.00
Reading Railroad Station Pictorial Vol 2 S/C .27.00
Santa Fe's Last Dining Car Service Instructions 20.00
Santa Fe Trackside with Bill Gibson 44.00
Southern Pacific in Transition 45.00
Steam Whistles in the Piney Woods 46.00
Uintah Railway Pictorial Vol. 1 . . . . . .47.00
Union Pacific 1999 Locomotive Directory .18.00
Union Pacific Official Color Photography Vol 2 44.00
Union Pacific Sherman Hill the Diesel Era .43.00
Virginia & Truckee 45.00
Western Pacific Steam Pictorial 23.00
Working Steam 18.00
World Gazetteer North America Part 4 . . . .25.00

ALL Greenberg Books at Discounted Prices.

Lehigh Valley Memories 18.00
Lehigh Valley 3 in Color 40.00
Life & Times of a Locomotive Engineer . . .18.00
Locomotive Cyclopedia . . . . . H/C 54.00
Louisiana & Arkansas Railroad 43.50
The Maine Two-Footers 40.50
The Milwaukee Road in Dakota 27.00
Moonlight in Duneland (South Shore) 40.50
Narrow Gauge Steam Locomotives 13.00
NEB&W Guide to Scenery Structures & Details 45.00
NEB&W Update I Painting 18.00
NEB&W Update II 27.00
New Haven Railroad in the Streamline Era .31.00
Nickel Plate Publicity Photos Vol 2 . . . . . .24.00
NYO&W & the Dairy Industry in Central N.Y.. 56.25
N&W Coal Cars 27.00
N&W's Shenandoah Valley Line 45.00
Northern Pacific Color Pictorial Vol. 3 . . . .45.00
Northern Pacific Part 3 Classic Steam Era .54.00
The Northwestern 45.00
Northwest Passage (Burlington Northern) .54.00
A Northwest Rail Pictorial III (Wing) 38.00
Official Ry Equip. Register - 1953 Reprint .53.00
Pacific Northwest RRs of McGee & Nixon . . .54.00
Pennsy Golden Triangle 22.00
Pennsylvania RR Standard of the World V1 (MS) 44.00
PRR Triumph 1 Altoona to Pitcairn 58.50
Railroads Across America 22.50
Railroads of the Adirondacks (Kudish) . . .49.50
Railroad Atlas of the Northeast - Revised .23.00
Railroad Atlas of No. America- CA&NV, GLW PNW, GLE, CO&UT, AZ&NM, Appl. & Pied. 22.00
Railroads of Indiana 45.00
Railroad Stations in Arkansas 27.00
Railroad Stations (Solomon) 18.00
Railway Prototype Cyclopedia Vol 1,2or3 . .ea19.00
Reading in the Conrail Era Book One 40.50
Reading Railroad Station Pictorial Lines A-H .27.00
Rio Grande Railroad Trackside (MS) 44.00
Rio Grande Steam Finale 16.00
RGS Volume 7 . . . . . .65.00
Santa Fe - The Diesel Part 2 . . . . . .54.00
Sawmill Modeling (1850-1960) 20.00
Seaboard Air Line Railways (Griffen) 27.00
Shay-The Supplement-Update 23.50
Southern Railway in Color Volume 2 . . . . .40.00
Spokane, Portland & Seattle Color Pictorial 45.00
SP Baldwin 2-10-2 Pictorial 23.00
SP AC Consolidation 4-8-8-2 Pictorial 23.00
SP Consolidation 2-8-0 Pictorial 23.00
SP Mikado 2-8-2 Pictorial 23.00
SP Mogal 2-6-0 Pictorial 23.00
SP Mountain 4-8-2 Pictorial 23.00
SP Northern 4-8-4 Pictorial 23.00
SP Pacific 4-6-2 Pictorial 23.00
SP Type 4-10-2 Pictorial 23.00
SP&S Color Guide to Frt. & Pass. Cars . . .40.00
Streamliner Memories 13.00
The Subway 27.00
Tanana Valley Railroad Gold Dust Line (Deely) 45.00
Tehachapi (Signor) 50.00
Texas & Pacific Color Pictorial 45.00
Texas & Pacific Railway Operations 27.00
Thoroughbreds 58.50
Tracks of the New York Subway 29.00
Trackside in the Albany, N.Y. Gateway 1949-1974 . .40.00
Trains, Trolleys & Transit 27.00
UP Cheyenne 160.00
Union Pacific Montana Branch 25.00
Vancouver Island Railroads 31.50
Western Pacific Locos & Cars (Dorin) 23.00
West Virginia Narrow Gauge 26.00
Wheat Belt Route 21.00
Where Rails Meet the Sea 25.00

RON'S COLLECTOR'S CORNER

Colorado Rail Annual Vol 10 or Vol 11 . ea 40.00
Cripple Creek Road (McFarland). 50.00
Diesel Spotters Guide Update. 20.00
Diesels of the Espee Vol 1 . . . . . 40.00
Fort Wayne & Wabash Valley Trolley 20.00
Fort Wayne Trolleys. 65.00
From Bullets to Bart. 25.00
Gold Rush Narrow Gauge 60.00
Iron Horses to Promentory 40.00
Milwaukee Road Narrow Gauge 45.00
My Iron Journey 75.00
Narrow Gauge to the Redwoods. 50.00
North Shore Line Memories. 50.00
Railroads of New Zealand 30.00
Rainbow of Traction H/C 25.00
Red River Logging Company (Paul Bunyon). 60.00
Rio Grande Ruler of the Rockies. 40.00
San Diego & Arizona 30.00
Santa Fe Steel Rails Through California . . 30.00
Second Diesel Spotters Guide H/C 30.00 S/C 20.00
Southern Pacific Country. 45.00
St. Louis Car Company Album 30.00
The N.O.T.&L. Story. 65.00
Time of the Trolley. 55.00

Send $2.00 for latest list of books and videos. List no charge with purchase. All orders must be paid in U.S. funds. NY residents please add correct sales tax. Print your name, address and phone number. Credit card users add card number and expiration date. allow 4 weeks for delivery. For delivery outside of USA please add $4.00 per book or tape. Make checks payable to Ron's Books. Only inquiries which include a SASE will be answered. Prices subject to change.

WE BUY COLLECTIONS

Quality Railroad Books from Withers Publishing

Union Pacific's Sherman Hill in the Diesel Era

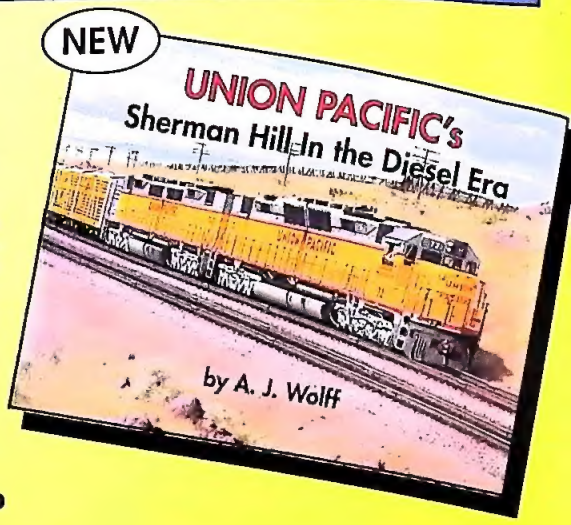
by A.J. Wolff

224 pages • 500-plus color and black-and-white photos • Map • Hardcover with dust jacket featuring a painting by Mike Danneman

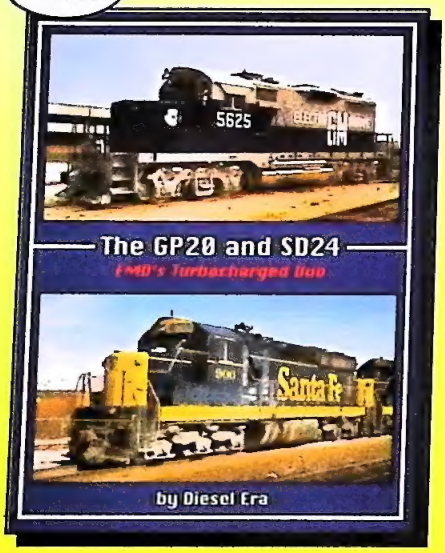
Mention the name Sherman Hill to railroad enthusiasts and images of Union Pacific's mammoth steam locomotives, colorful Armour yellow streamliners, and lonely wind-swept landscapes come to mind. This photographic journey not only highlights the diesel and turbine power that operated over Sherman Hill since 1960, but also showcases the desolate beauty of this area.

Price: $48.00 plus $5.00 s&h.

NEW



NEW



The GP20 and SD24 - EMD's Turbocharged Duo

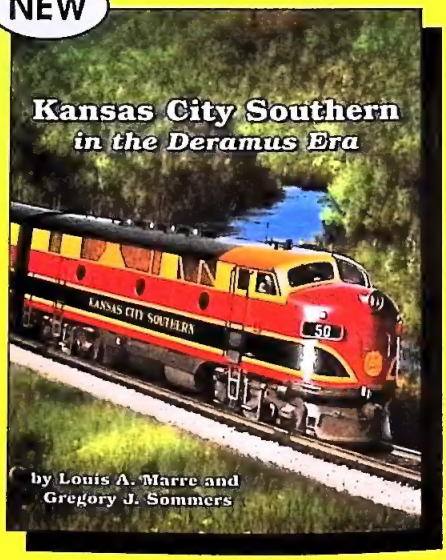
by *Diesel Era*

152 pages • 375-plus color and black-and-white photos • Unit-by-unit listing of every GP20 and SD24 built including dispositions • HO-scale drawings by Jeff Capps

An in-depth look at the two innovative models that introduced EMD's turbocharged two-cycle power plant to the railroad world. SD24 owners included Santa Fe, Burlington, Union Pacific, and Southern, while GP20 purchasers included Great Northern, Santa Fe, Union Pacific, Cotton Belt, Burlington, New York Central, Southern Pacific, and Western Pacific.

Price: $29.95 plus $3.50 s&h.

NEW



Kansas City Southern in the Deramus Era

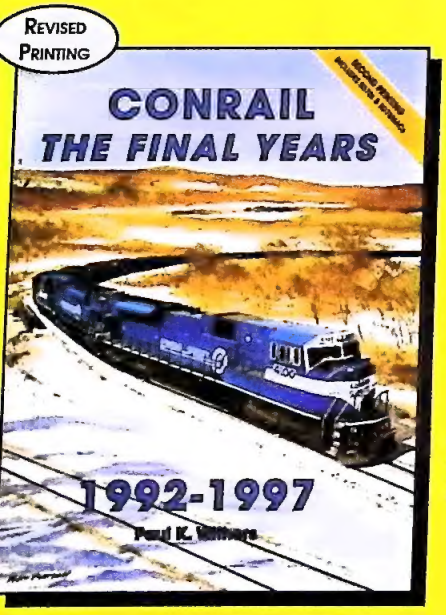
by Louis A. Marre and Gregory J. Sommers

232 pages • 500-plus photos • Roster data • Maps • Hardcover with dust jacket featuring a painting by noted railroad artist Mike Danneman

KCS has always been an unusual property, and this book examines some of the qualities that have made it so. The heart of this book is the diesel age, but the age of steam that preceded it (and co-existed with it for about 15 years) is covered, too. Join us as we observe the passage of the *Southern Belle*, await the arrival of repowered FM Erie-builts, or hear a quartet of first-generation diesel locomotives crawl, working at full throttle, up the grade at Rich Mountain.

Price: $48.00 plus $5.00 s&h.

REVISED PRINTING



Conrail - The Final Years

by Paul K. Withers

224 pages • 600-plus color and black-and-white photos • Unit-by-unit listing of the roster between 1992 and 1998 • Second printing includes new SD70s and SD70MACs

A final look at Conrail's diverse fleet of GE and EMD locomotives before it disappears into the Norfolk Southern and CSX Transportation systems. A special section on the book is devoted to in-depth coverage of Conrail's SD80MAC.

Price: $48.00 plus $5.00 s&h.

Available at hobby shops, book dealers, or direct.

Withers Publishing, 528 Dunkel School Road, Halifax, PA 17032 Telephone 717-896-3173

Mastercard and VISA accepted - PA residents add 6% sales tax